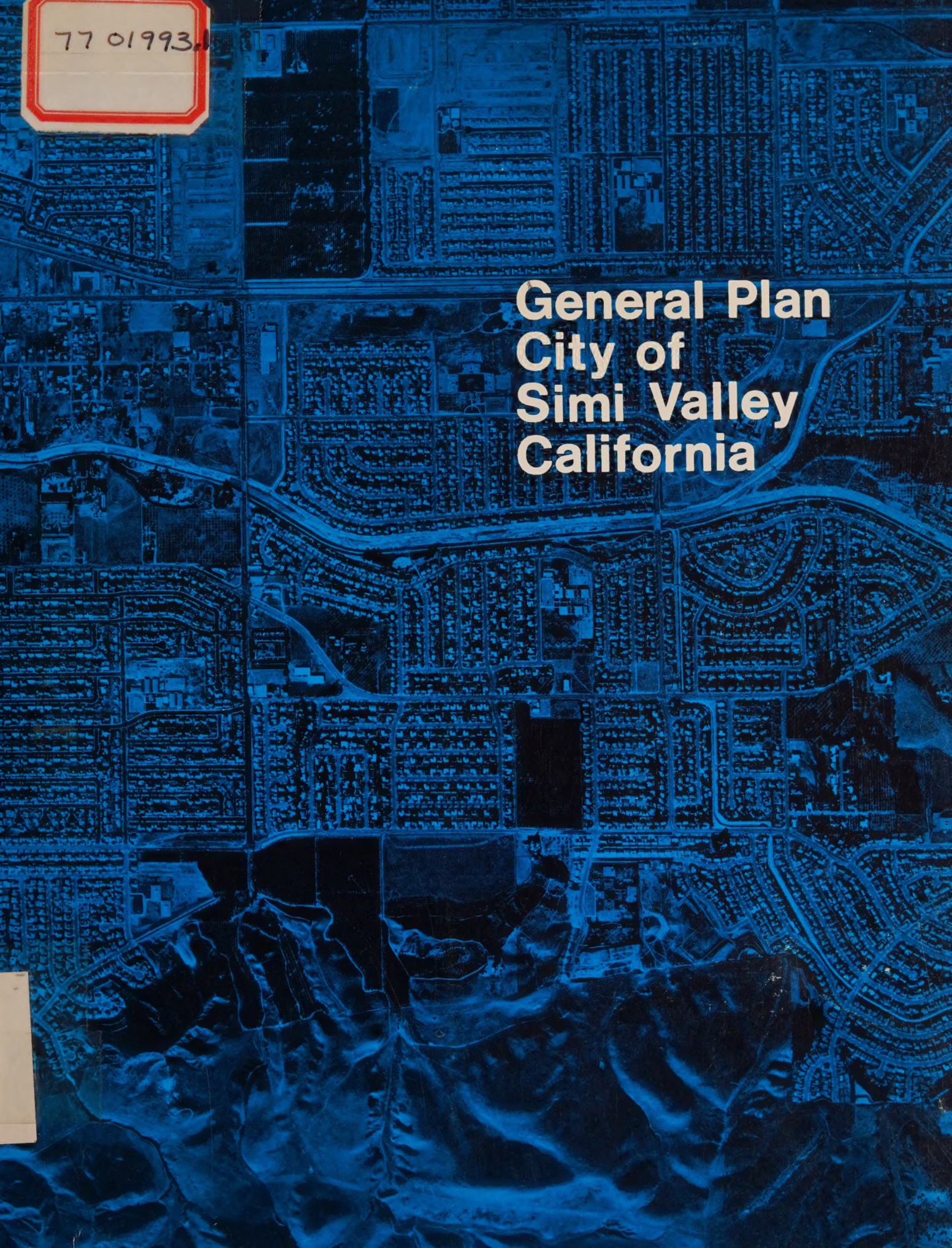
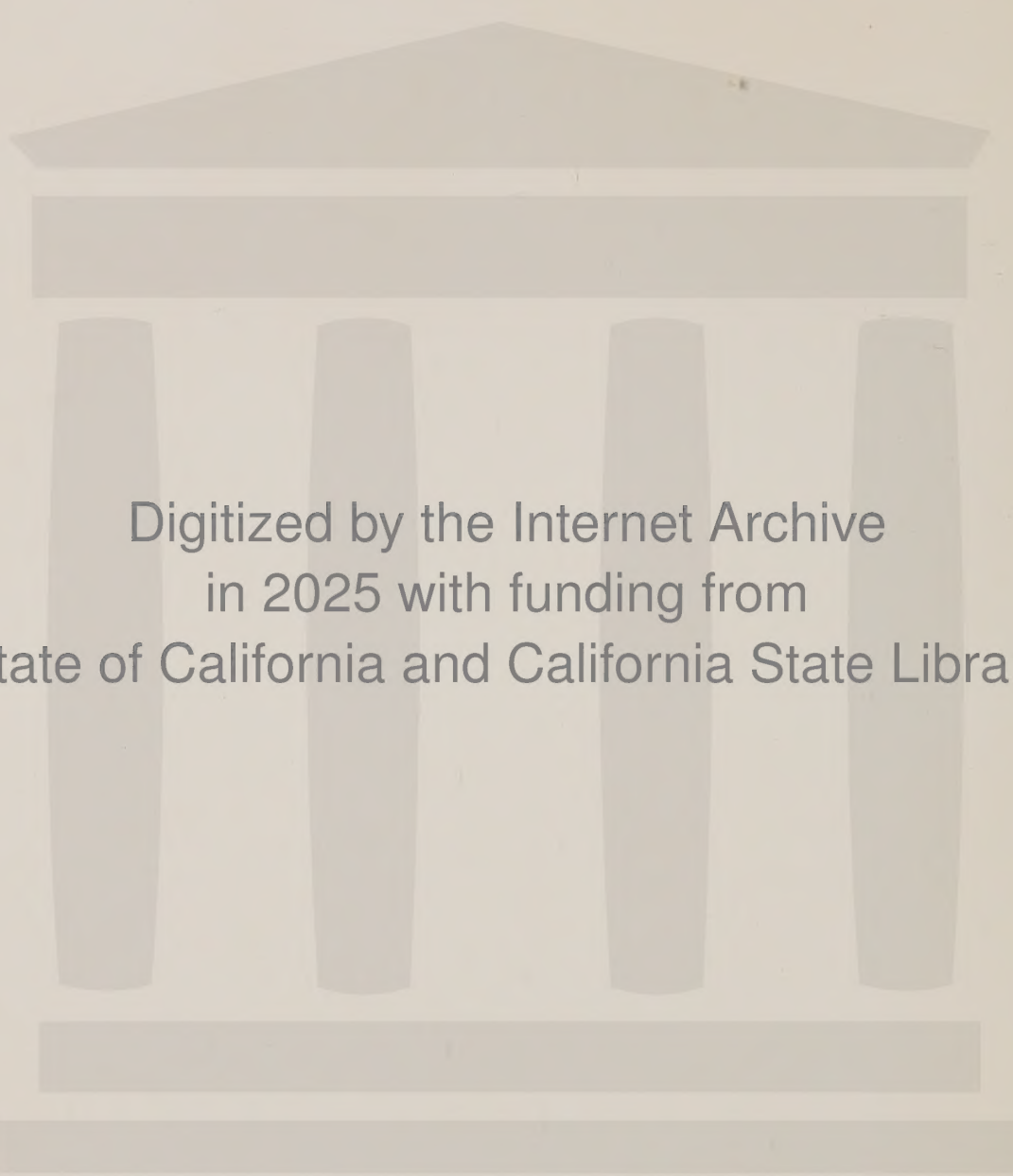


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General Plan City of Simi Valley California

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City planning Simi Valley

October, 1972

Approved by the Simi Valley
Planning Commission on June 14, 1972
Adopted by the Simi Valley
City Council on October 24, 1972

Consultants:
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A. INTRODUCTION

Simi Valley is located in the southeasterly portion of Ventura County, immediately adjacent to the Los Angeles County Line. It is equidistant (approximately 30 air miles) from the City of Los Angeles Civic Center, and the Ventura County seat, the City of Ventura. Ventura County is one of the fastest-growing counties in Southern California and the recent opening of additional regional freeway links has increased rapid development in this portion of Ventura County. Resultant urbanization has increased the need for an up-to-date public development policy in Simi Valley.

In order to channel urban development into a desirable and serviceable pattern, a General Plan was developed for the Simi Valley Area of Ventura County (unincorporated at that time) in 1967. Growth of the community and changed conditions have made a current review and revision of this General Plan necessary, and in fact the City of Simi Valley decided to develop a new General Plan into which the 1967 General Plan was converted.

The General Plan discussed herein represents the current policy of the City of Simi Valley as developed under the auspices of the Simi Valley General Plan Work Group, as approved by the City's Planning Commission, and adopted by the City Council. It also reflects deliberations and decisions of the City's five Neighborhood Councils. The General Plan is intended as a policy guide representing the official development policy of the City of Simi Valley for land use, circulation and community facilities to be provided in the future not only within the City limits, but also within the surrounding areas of the County which either directly affect the development pattern within the City or are likely to do so in the future, or because it was felt that a development policy for these areas was not being provided by any other agency and a vacuum should not be permitted to exist. Areas designated for specific land uses or as sites of circulation elements or community facilities should be construed to be generalized locations.

Detailed development controls such as zoning regulations and districts should be designated to promote the development policy as expressed, but need not necessarily conform rigidly to the General Plan maps.

This General Plan consists of four major sections:

- A summary of existing conditions and current trends.
- Development factors which influence the development rate and pattern in Simi Valley.
- Major General Plan proposals as contained in the Land Use Plan, Circulation Plan, and Community Facilities Plan. The Land Use Plan indicates the desired uses of land and their intensities. The Circulation Plan shows freeways, major traffic arterials and railroads. The Community Facilities Plan shows schools, parks and recreation facilities, major public buildings, and other major facilities required to service and maintain the recommended land use areas.
- General recommendations on implementation of the Plan.

In the course of the General Plan program a number of detailed reports have been prepared to which reference is made herein. These reports are available in the City offices. They deal with the following subjects:

- Development Goals and Objectives
- Background for Planning
- Development Concept Alternatives
- Industrial Lands
- Preliminary Concepts
- Urban Forms
- Civic Center
- Concept Plan
- Population and the Economy
- Densities and Neighborhood Definition
- Land Use Plan
- Community Facilities Plan
- Urban Design Plan
- Conservation and Open Space
- Preliminary General Plan Proposals
- Some Financial Aspects of Residential Development

B. SUMMARY OF GENERAL PLAN PROPOSALS

- Housing Element
- Secondary Details for Neighborhood Council Areas
- Major Cost Impact of the General Plan Proposals

The major proposals of the General Plan are summarized in the first section of this report, and are followed by a more detailed discussion of the General Plan recommendations and supporting data.

The Planning Policy Chart represents a tabular summary of General Plan background information, concept planning, and planning recommendations. Information provided includes sources, findings, implications (background information), as well as objectives and principles (concept planning), and the planning proposals made. Planning systems discussed include General Factors (regional, economic, population, and physical), Land Uses (residential, recreation, conservation and open space, commercial and industrial), Circulation and Transportation (freeways, major arterials and scenic roads, transit and airport), and Community Facilities (education, library, civic center, public buildings, utilities, and services).

The location of major land uses, circulation elements, and community facilities are shown on the General Plan, Circulation Plan, and Community Facilities Plan.



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PLANNING SYSTEMS		PLANNING POLICY CHART — SIMI VALLEY, CALIFORNIA					
		BACKGROUND INFORMATION			CONCEPT PLANNING		
		SOURCES	FINDINGS	IMPLICATIONS	OBJECTIVES	PRINCIPLES	PROPOSALS
GENERAL FACTORS	REGIONAL	Area Interviews, Studies of SCAG, Los Angeles County, Ventura County, and Thousand Oaks.	While Simi Valley presently serves as a “bedroom” community for the San Fernando Valley industries and part of Ventura County, future plans of all the Regional and County agencies as well as those of Simi Valley itself anticipate fully balanced development in the future. It is possible that Simi Valley might serve as a future employment generator for the region, if all of the industrial lands set aside are developed for this purpose, since there would be more jobs in the Valley than could be absorbed by the local labor force. Climatic conditions, soils and agricultural activities in Simi Valley do not point to any special regional role with respect to agricultural production.	Simi Valley will participate in the urban development generated by both the Los Angeles and Ventura County metropolitan areas. Lands for urban development within Simi Valley, if developed in accordance with the General Plan, are limited in extent. While the ultimate holding capacity of the Valley will not be reached by 1985, it should be reached shortly thereafter.	Provide a balanced community accommodating and serving residents and transients of all races, ethnic origins, creeds, age groups, different walks of life, diverse income levels, and wide-ranging interests.	Designate areas for a wide range of residential, commercial, industrial, recreational, public, circulation and transportation, and other land uses. Consider development factors, including regional circulation routes and other area-wide and regional facilities such as Moorpark College, regional parks, and industrial areas serving the Region.	Recognize the regional impact of the freeways by providing nearby Regional and District Commercial facilities, Highway Commercial concentrations, and industrial areas. Strengthen the Moorpark College facility through the provision of related residential and other uses nearby. Promote the creation of the Regional Park system, through designation of Regional Park areas, and through participation in the creation of the Santa Monica Mountain and Santa Susan Mountain Parks.
	ECONOMIC	California State Board of Equalization data, US Bureau of the Census data, Existing Land Use Survey, SCAG Housing Demand Analysis, Survey of Potential Industrial Sites.	The analyses of the Primary Trading Area and supportable and existing commercial floor and land areas indicate that by 1985 substantial additional commercial land area can be supported in all use categories. The housing demand study indicates that the housing market could accommodate a mix providing up to 23.0% of multiple family housing units. A survey of potential industrial sites disclosed 6,500 acres suitable for potential industrial use, including 790 acres of “Prime” sites in addition to the 2,700 acres of the Rocketdyne facility.	Development projected for 1985 could support one Regional Commercial facility of approximately 1,000,000 sq. ft. of floor space on a site of between 50 and 100 acres; four District Commercial facilities of approximately 300,000 sq. ft. of commercial floor area on a site of 30-50 acres; and 25 Convenience Commercial centers of approximately 50,000 sq. ft. each on a site of between 6 and 10 acres each. In addition, an increment of 40 acres for commercial services, 58 acres for commercial offices and 60 acres for highway-oriented commercial uses can be justified. Economic demand for multiple family housing units exceeds that acceptable to the residents of Simi Valley, and there should be no difficulty in marketing the housing mix proposed by the General Plan, which includes 15% multiple family units. Development of even a fraction of the lands suitable for and designated for industrial use could accommodate approximately 22,000 manufacturing employees, who in turn would be the manufacturing employment labor force of a potential population of 270,000 persons -- nearly double the ultimate holding capacity of Simi Valley.	Provide a full range of commercial establishments and facilities to serve residents of the community; for the convenience of the area's residents, the provision of nearby employment opportunities, and improvement of the community tax base. Provide a wide range of choices in housing types and price ranges. Provide sites for light manufacturing and Research and Development type industrial uses in order to provide nearby employment opportunities for area residents and to improve the tax base of the community.	Within market limitations, provide appropriately located sites of adequate size for various types of commercial uses. In addition, certain areas should be set aside for general commercial uses not normally located in shopping centers. Encourage the construction of diverse housing types through diverse density designations and the promotion of Planned Unit Development. Provide adequate sites near the Regional Transportation network for commercial and industrial establishments to tap the potential of Regional Commercial and industrial activities. Encourage the provision of fully-serviced industrial parks, and assist developers in the promotion and development of these sites.	Designate Regional and District Commercial facilities in strategic locations well-served by the Freeway and major arterials system. Designate industrial sites in locations well-served by the Regional Freeway and major arterial system. Designate high-density residential clusters in strategic locations in the community.
	POPULATION	1970 US Census of Population and Housing, Ventura County Planning Department projections.	Population analysis shows that the population of Simi Valley has increased from approximately 3,000 persons in 1950 to 8,000 by 1960, and 66,000 persons in 1970. Estimates for the future indicate that between 87,000 and 91,000 persons might be expected in Simi Valley by 1975, and between 125,000 and 150,000 persons by 1985. Ultimate development in Simi Valley would accommodate approximately 165,000 persons. The 1970 Census shows an average household size of 4.2 persons per single family household, which is expected to decline to 4.0 persons by 1985. Multiple family households are expected to average 2.5 persons per household. Census data also show 4.5% of the total population as being members of minority groups. Only 127 families of more than 14,000 households, had an income of less than \$3,000 per year.	Full development of the Valley will occur sometime after 1985, with a likely ultimate holding capacity of 165,000 persons in the Valley proper and 200,000 persons in all of the Planning Area. The present large household size should be reduced slightly in the future, the extent of the reduction being determined by the type of housing offered in the community. Special programs for the housing of low income families are needed to accommodate low income families now residing in the Valley. Special programs for minority group families are not needed because no concentrations of minorities exist and minority families are integrated into all residential areas of the community.	Provide housing for persons and families of all races, ethnic origins, and creeds. Provide a wide range of choices in housing types and price ranges.	See residential land use principles.	Provide residential, recreational and supporting uses to accommodate the expected population of between 125,000 and 150,000 persons by 1985.
PHYSICAL		USGS Maps, Aerial Photos, Soil Survey of the US Department of Agriculture, Geologic, Seismic and Hydrologic studies of the USGS, California Division of Mines and Minerals, and the Geologic-Seismic report for Simi Valley, Report of the US Corps of Engineers on the Arroyo Simi Flood Plain, Reports of the Ventura County Flood and Drainage District. Environmental impact study of the City of Simi Valley.	More than 50% of the Planning Area consists of steep slope lands with a natural slope in excess of 20%. Geologic formations and soil conditions in the hills surrounding Simi Valley render it undesirable and hazardous to change the natural grade of steep slope lands. Both geology and soils combine to render many of the hillsides subject to erosion if the natural grade is disturbed, and areas with a high risk of mudslides exist on the periphery of the Valley. The Simi Fault runs along the northerly periphery of Simi Valley. Areas of high ground water table exist both in the westerly and easterly end of the Valley, and in addition to flooding problems these areas will also be prone to earthquake damage unless the ground water table is controlled or lowered. The flood plain for Arroyo Simi and tributary water courses has been defined and is in the process of being protected. Flood control works on the Arroyo are scheduled and will reduce or eliminate the risk of floods. Air pollution and noise pollution are present and are likely to increase with additional development. National development will control air pollution, and local point emissions should be precluded through the selection of industrial concerns. Noise pollution can be abated through special design near the freeways and railroad track.	Development on steep slope lands should be permitted only in exceptional cases, and should be subject to stringent controls. Construction on the Simi Fault should be prevented, and development near the Simi Fault and in the areas of high ground water table should be made subject to special seismic, geologic and soil analyses and special design. Flood plains should be defined and protected.	Urban development should be designed for safety, should not be permitted in high-risk areas, and should be designed with full consideration of ecological factors.	Keep virtually all urban development from the steep slope areas. Designate the high-risk areas for erosion, seismic problems, flooding and ground water problems and mudslides, and consider these conditions in the review and approval of future development proposals.	Keep development from high-risk areas wherever possible. Establish stringent grading controls, retain existing vegetation, define and protect the flood plains and the areas of mudslide risk, and initiate measures to control and reduce the ground water level in two critical areas in the Valley.

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		PLANNING POLICY CHART — SIMI VALLEY, CALIFORNIA					
		BACKGROUND INFORMATION			CONCEPT PLANNING		
		SOURCES	FINDINGS	IMPLICATIONS	OBJECTIVES	PRINCIPLES	PROPOSALS
LAND USES	RESIDENTIAL	Existing Land Use Survey, Structural Conditions and Environmental Deficiencies Survey, Zoning Ordinance, Aerial Photos.	In 1970, 27% of the developed land area was developed in single family residential uses, accommodating 15,890 single family housing units. Only 0.3% of the land was developed for multiple family housing units, accommodating 460 housing units, or less than 3% of all housing units. Practically all of the housing is of recent construction and in good condition. The average density of recorded residential lots is 4.7 housing units per gross residential acre.	Vacant lands already subdivided and improved, or those surrounded by residential development, should be developed in the densities prevailing nearby. New residential development on larger acreage can take place at reduced densities in accordance with the community desires. High-density development, largely multiple family units, can be provided within market limitations. Multiple family clusters to be provided in the future must be related to the neighborhood development scheme and the major arterial street system.	Provide housing for persons and families of all races, ethnic origins and creeds. Provide a wide range of choices in housing types and price ranges. Provide subsidized housing for families of low income. Ensure that full regard is given to the appearance of housing developments of all types, so there will be a harmonious relationship between adjoining uses, natural features, and the total environment. Provide all housing with maximum amenities including recreational, educational and cultural facilities, utilities and access.	Encourage the construction of diverse housing types through diverse density designations and the promotion of Planned Unit Development. Also encourage the use of innovative construction techniques to encourage the construction of lower-priced housing.	Establish a neighborhood structure throughout the community, based upon an elementary school and its walk-in attendance area. Wherever possible the neighborhood should include a neighborhood park adjacent to the school site, and a higher-density residential cluster. Each neighborhood or combination of neighborhoods should also be served by a Convenience Commercial facility. The General Plan proposes 56 residential neighborhoods providing 38,400 single family housing units and 6,300 multiple family housing units in 31 clusters on the Valley floor. Residential development is proposed at existing densities on lands already subdivided or surrounded by existing development. Six density categories (very low, low, medium, intermediate, high and very high) are provided for residential development in as yet undeveloped neighborhoods, or large acreage in partially developed neighborhoods. High density clusters in most neighborhoods will be limited to between 10 and 15 acres with an average gross density of 12.8 housing units per acre, and some larger high-density clusters of between 15 and 20 acres at an average density of 18 units per gross acre are proposed near the Regional and District Commercial facilities. A total of 8,940 acres of very low, low, and medium density development, and 374 acres of high and very high density residential development are proposed for the Valley floor.
	RECREATION	Area Interviews, General Plan for Regional Parks, Shoreline Development, Riding and Hiking Trails of Ventura County, General Plan for Parks and Recreation and Open Space of the Simi Valley Recreation and Park District.	In 1971 the Recreation and Park District owned 160 acres of recreational land consisting of neighborhood parks, community parks, a golf course, and a historical park. The Recreation and Parks District has developed objectives, standards, and proposals for future parks, recreational trails, and open space in the community. Regional parks and riding and hiking trails proposed in the General Plan for Ventura County have been adopted by the County and have also been incorporated into the General Plan of the Simi Valley Recreation and Parks District. It is also anticipated that a Civic Center will provide recreational and cultural facilities including theater, exhibit space, arena, amphitheaters, and other uses.	In view of the strong orientation of the community towards recreation and open space, every effort should be made to acquire and develop recreational sites on the Valley floor in phase with urban development. The Regional system of hiking and riding trails, as well as Regional parks, should be developed as soon as possible, and is not related directly to the rate of growth of Simi Valley.	Develop a complete set of recreational facilities to serve all residents of the community, including parks, playgrounds, play fields, swimming facilities, community centers, golf courses, picnic grounds, pedestrian walks, riding and hiking trails, bicycle paths and special facilities such as go-cart tracks, dance halls, ice skating and roller skating rinks. Provide public and private regional recreation facilities to serve not only the community's residents but also the potential Regional market. Provide educational and cultural facilities to serve the community's residents.	In cooperation with the Simi Valley Recreation and Parks District, the Simi Valley Unified School District, Ventura County, as well as private developers and commercial establishments, provide for adequate, attractive and well-distributed and maintained recreation facilities located in accordance with potential attendance areas, so that all portions of the community will be serviced. Maximize use of recreational and educational facilities through multi-purpose usage of public sites.	Provide 48 neighborhood parks on approximately 270 acres, 11 community parks on 315 acres, and 8 regional parks on 4,260 acres. Expand the existing Sinaloa Golf Course and provide two additional 18-hole golf courses and one 9-hole golf course in the foothills, and the Regional parks. Detail the proposed Regional recreational trails system, utilizing Arroyo Simi and the other watercourses in the Valley, and promote their development. Ensure that cultural facilities proposed are developed as part of the Civic Center site, and that these facilities are phased in accordance with population growth of the Valley.
	CONSERVATION AND OPEN SPACE	Existing Land Use Survey, USGS Maps, Area Interviews, General Plan of the Simi Valley Recreation and Park District, Simi Valley Environmental Impact Study.	Air Quality is determined by air pollution control outside the Valley in the Oxnard-Ventura area, the extent of automobile emissions in Simi Valley, and potential industrial emissions from plants to be located in the future. Conservation of watercourses and their improvement is essential to prevent flooding, and to permit utilization of these water courses as part of the recreational trail system. Conservation of vegetation is necessary to prevent soil erosion and, under proper management and utilizing appropriate vegetation, as a fire preventive. A small number of significant tree masses exist in Simi Valley, and should be protected.	Conservation of the hillsides and steep slope areas in open space and in non-urban use is necessary to prevent damage to the area's ecology, to avoid hazards of erosion, mudslides, and landslides, for aesthetic reasons, and to provide open space for the residents' use. Extractive industries should be permitted only under conditions which will ensure that they do not have a permanent detrimental effect upon the environment. While no major permanent agricultural uses are expected in the Planning Area, certain pockets of small agricultural lands isolated from urban development exist, and should be maintained. Within the area which will ultimately be urbanized, existing agricultural operations are subjected to development pressures and are forced out of agricultural production prematurely.	Protect areas shown for Conservation and Open Space from urban development. Provide for interim agricultural use of undeveloped lands where potential for agricultural use still exists.	Develop a mechanism to provide for access to and use of permanent open space by the area's residents through land acquisition, donation, lease, rights-of-way, or other means.	Virtually all steep-slope areas (natural grade in excess of 20%) should be kept from urban development and devoted to open space, recreational use, agricultural use, and related uses. Arroyo Simi and its tributary watercourses should be developed partly for recreation use and partly as a flood plain - open space. Staged proposed development to coordinate it with the productive use of agricultural land in each developmental stage, so that good agricultural soils can be returned to and maintained in units large enough to support agricultural establishments until development takes place.
	COMMERCIAL	Existing Land Use Survey, Structural Conditions and Environmental Deficiencies Survey, Zoning Ordinance, Aerial Photos, Area Interviews.	A total of 261 acres (2.3% of the developed land) is developed in commercial use. Both the Larwin Square complex and the Tapo Street complex have substantial additional acreage earmarked for commercial use but as yet undeveloped. In addition, substantial acreage has been zoned commercial along Los Angeles Avenue, and much of it is in "General Commercial Use" which is of marginal type.	Additional lands should be earmarked for commercial use only in accordance with market demands as outlined by the economic study. Since only one Regional Commercial facility can be supported, and since the nucleus of this facility is apparently signed up in a Sears complex near Madera Road, the Regional Commercial facility might be developed in that location. Since at the most four District Commercial facilities should be made available to serve the easterly portion of the Valley, the four District Commercial facilities should be distributed at strategic locations over the Valley. Commercial services, offices, and highway commercial facilities should be distributed to the extent justified by the economic study, and in strategic locations. The General Commercial uses now in existence should be retained, but no additional uses should be designated for this purpose.	Provide a full range of commercial establishments and facilities to serve the residents of the community; for the convenience of the area's residents, the provision of nearby employment opportunities, and improvement of the community's tax base. All commercial uses shall be located so as to provide easy access, adequate off-street parking, and appropriate control of ingress and egress so as not to disrupt traffic on adjoining major arterials. Commercial uses shall be appropriately designed for good appearance, relation to the community's Urban Design Plan, and to preclude a blighting influence on other nearby uses. Provide Regional Commercial facilities as warranted by market forces in the Primary Trading Area.	Within market limitations, provide sites of adequate size for various types of commercial uses. Such sites shall be provided largely in compact clusters and shall serve not only retail shopping uses but shall include also personal services, professional and financial office space, special medical space, and other specialized activities. Provide adequate sites near the Regional Transportation network for commercial establishments to tap the potential of Regional Commercial activity.	Provide a Regional Commercial facility on a site of approximately 100 acres at Madera Road and Los Angeles Avenue. Provide four District Commercial facilities, on sites of between 30 and 50 acres each, at Larwin Square, a site south of the Freeway and east of Sycamore Drive, at Tapo Street, and south of Los Angeles Avenue and west of Kuehner Drive. Provide 33 Convenience Commercial centers strategically located in the residential neighborhoods, so that they will appropriately serve the neighborhoods and groups of neighborhoods. Provide 40 acres of additional land for commercial services, 58 acres of land for commercial offices, and up to 60 acres of highway-oriented commercial uses. Retain the general commercial areas on Los Angeles Avenue, both near Larwin Square and Tapo Street.
	INDUSTRIAL	Area Interviews, Existing Land Use Survey, Industrial Lands Survey, Industrial Lands Analysis of Joint Committee of the Simi Valley Chamber of Commerce and the General Plan Work Group.	Preliminary and final analyses of 53 potential industrial sites in the Planning Area showed a total of 6,521 acres of land potentially suitable for industrial use. Of these, 2,700 acres are represented by the Rocketdyne facility. 790 acres are Prime industrial sites, 92 acres can be developed in part but require conversion of the existing Santa Susana Airport and an area of mixed residential uses nearby, and an additional 2,200 acres could be developed only after improvement of access, grading, and the provision of additional utilities.	The designation and development of industrial sites is deemed of prime importance to Simi Valley both for the generation of future employment opportunities and for the improvement of the tax base. Lands to be developed for industrial use must be protected from encroachment of other uses, must have appropriate characteristics of industrial sites, and must be actively promoted.	Provide sites for light manufacturing and research and development type industrial uses in order to provide nearby employment opportunities for area residents and to improve the tax base of the community. Provide sites for distributive industry and warehousing to serve the area's residents rather than to fill a regional distributive function.	Encourage the provision of fully-serviced industrial parks with tight performance controls regarding appearance, land coverage, parking and loading, noise, dust, fumes, and other environmental aspects, so located that they will be easily accessible throughout the community and the Regional circulation network. Prohibit land-extractive industries except as temporary uses subject to performance controls protecting adjoining uses. Designate sites for distributive industrial uses either in conjunction with other industrial uses, or in special sites relating to the Regional transportation network and the local arterial system.	Designate potential industrial lands, a total of 5,300 acres. Develop a program to service, promote and develop the 790 acres of "Prime" sites. Make arrangements for conversion of the existing Santa Susana Airport and the area of mixed residential uses adjacent to industrial use on a staged basis timed in accordance with the owner's desires. The conversion to industrial use should not be permitted on a piece-meal basis.

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		SOURCES	FINDINGS	IMPLICATIONS	OBJECTIVES	PRINCIPLES	PROPOSALS
CIRCULATION AND TRANSPORTATION	FREEWAYS	Area Interviews, Ventura County Department of Public Works, California Division of Highways, LARTS studies.	The alignment for the completion of the Simi Valley Freeway to the Conejo Creek Freeway has been agreed upon. Completion to College View Drive is scheduled in 1972, and completion to the interchange with the Conejo Creek Freeway is scheduled for 1979. The Conejo Creek Freeway will be completed to the Los Angeles Avenue interchange in 1979.	Linking of the Simi Valley and Conejo Creek Freeways will complete the local portions of the Regional system. Extension of these links to the San Diego Freeway in the east is expected by 1979, and should give additional impetus to urban development in the Valley and especially industrial development.	Encourage the completion and full use of the Regional transportation system to accommodate through traffic, provide access from other parts of the County, and Southern California, and to provide access to the Regional commercial facility and industrial uses.	Cooperate with the California Department of Highways in accelerating the completion of the Simi Valley Freeway and its connection to the San Diego Freeway as well as that of the Conejo Creek Freeway, and ultimately the freeway connections to Fillmore and Ventura. Protect approaches to the Freeway from development through control of access and appropriate design of uses adjoining major arterials leading to the Freeway.	Capitalize upon the Regional freeway system for the location of specialized commercial facilities, the Regional Commercial facilities, and the industrial uses. Allow for the effects of freeway traffic on adjoining land uses proposed.
	MAJOR ARTERIALS & SCENIC ROADS	Ventura County Traffic Counts, LARTS and Ventura County Transportation Studies.	Major arterials, as presently designated, have adequate capacity to accommodate existing traffic, except in special cases on Royal Avenue. Intersection capacity, subject to traffic controls, must be designed on a case-to-case basis as traffic warrants. Access from the Susana Knolls fire station to the Valley is tenuous.	The arterial street system, while adequate at present, must be expanded and completed to accommodate future land uses. Within the proposed right-of-way, the street improvements must be designed to accommodate expected traffic volumes generated by ultimate development. The major arterials of Tapo Canyon Road and the arterial serving Happy Camp Canyon traverse areas of great scenic beauty and provide an opportunity for pleasant driving and scenic enjoyment.	Provide a system of major arterials, collectors, and local streets to service all of the community and to connect with the regional circulation network. Design collectors and local streets so that through traffic will be eliminated from residential neighborhoods, and traffic speed will be reduced to a safe level. Provide scenic roads in areas of unusual scenic beauty to provide an opportunity for enjoyment of these areas.	Improve the existing arterial system and complete construction of major arterials as necessary to complete the circulation network throughout the community. Encourage back-up design of residential uses adjoining major arterials, where still possible, and provide controlled access from other uses. Establish a system of collector streets and local streets to provide easy access from major arterials to all parts of the community while avoiding through traffic in residential neighborhoods. Design these streets so as to limit speed to safe levels. Provide adequate off-street parking in all developed areas. Design scenic roads in areas of scenic beauty so that they will not detract from the ecology and appearance of the areas, will promote an enjoyable drive and enjoyment of the area.	Develop a full major arterial system designed to service all neighborhoods, as shown on the Circulation Plan. Structural improvements of these arterials to be geared to the projected traffic volumes generated by the land development pattern. In the process of subdivision control and design, develop a collector and local street system which will discourage through-traffic in residential neighborhoods, and will limit traffic speeds to safe levels. Design scenic roads to blend into the environment, provide pull-outs for scenic views, provide appropriate landscaping, separate traffic in opposing directions as much as possible, and design street improvements in accordance with the anticipated traffic speeds and the surrounding terrain.
	TRANSIT AND AIRPORT	Area Interviews, Simi Valley Transportation Committee, Master Plan of General Aviation for Ventura County, Tierra Rejada Airport Study and Environmental Impact Study.	There is a need for mass rapid transit to provide a transportation link between Simi Valley and the San Fernando Valley on the one hand, and the Conejo-Coastal Valley on the other hand. No mass transportation link, with either Valley is in the offing. There is an additional need for local transit serving Simi Valley. Based upon analysis of the transportation committee, transportation within Simi Valley, on a limited basis at first, should be feasible. A study of potential sites for a commercial airport in Ventura County indicated that utilization and expansion of the Oxnard Airport will be the most feasible alternative and will be undertaken by Ventura County. The General Aviation Airport at Santa Susana is expected to be phased out, and a new General Aviation airport is needed.	Though no regional mass transportation link is anticipated within the planning period, it is assumed that future routes of mass transit would follow either the Simi Valley Freeway alignment or the alignment of the Southern Pacific Railroad tracks. A central location for a potential rapid transit station would be represented by the District Commercial Facility at the intersection of Simi Valley Freeway and Sycamore Drive. The Santa Susana Airport can ultimately be phased out, and converted to industrial use. A new proposed airport will serve all of Simi Valley as well, and may also be the terminal for air taxi service to the commercial airports in Oxnard and Los Angeles County.	Promote use of rapid mass transit through designation of terminal facilities along potential transit routes, and the establishment of a local transportation system. Provide the service of a General Aviation airport to residents of Simi Valley and maintain the possibility of an air link with commercial airports in Ventura and Los Angeles counties.	Provide for the future establishment of rapid transit facilities in accordance with the best available plans for future modes of transportation, including a bus and transportation terminal. Encourage the establishment of a local bus system to tie into the freeway system and major Regional Activity centers (such as commercial centers, industrial employment centers, and the Civic and Cultural center). Locate a General Aviation airport on a site best suited for this purpose, that will have a minimal effect upon adjoining and nearby properties.	Continue to investigate the feasibility and timing of mass rapid transit links to the San Fernando and Conejo-Coastal Valleys, and the best location for a transit station serving potential transit routes in the Valley. Investigate the feasibility of, and initiate local bus service to serve the commercial centers, industrial areas, the Civic Center, High Schools and other major activity centers of the community. Endorse the phasing out of the Santa Susana Airport and transfer of its functions to a new and larger airport.
COMMUNITY FACILITIES	EDUCATION	Simi Valley Unified School District, Area Interviews, Moorpark College.	In 1971 the Simi Valley Unified School District operated 24 Elementary Schools, five Junior High Schools, and 2 Senior High Schools accommodating a total of approximately 48,500 students. The District has acquired 3 additional Elementary School sites and one Senior High School site to accommodate additional students to be generated in the immediate future. Attendance areas of all schools are revised annually in accordance with the actual student load in each area. Moorpark College of the Ventura County Junior College District is the campus serving Simi Valley and the easterly part of Ventura County. The present campus is adequate in size, and more buildings will be constructed as necessary to accommodate any student workload which may be generated in the Simi Valley Area.	Additional Elementary School and Junior and Senior High School sites will be acquired as development progresses in the Valley, and attendance areas for each school will be revised periodically to take into account the generation of students in nearby areas. The District provides busing where needed, but prefers to serve students on a walk-in attendance basis in Elementary Schools. The Moorpark College site is deemed adequate and will be provided with improved access when the Simi Valley Freeway is completed.	Establish sites for public uses as necessary to fully serve all uses in the community, including adequate educational facilities to serve all residential areas.	Provide new schools centered on a walk-in attendance area, based upon accepted standards of the Simi Valley Unified School District.	Provide a neighborhood structure which will generate the desired student population within a walk-in attendance area of an elementary school. Distribute Junior and Senior High Schools and other education facilities throughout the community so that they will be most conveniently accessible to the students in Simi Valley.
	LIBRARY	Ventura County Library System, Area Interviews.	The Ventura County Library system maintains a branch library in Simi Valley and also provides five weekly bookmobile stops. Central library services are made available from the Central library located in the City of Ventura.	As the population in Simi Valley grows, additional library facilities will become necessary.	Provide library facilities of a nature and location so as to promote maximum usage of these facilities.	Provide central library facilities in the Civic Center, and branch library facilities in strategic locations such as the Regional Commercial facility, the District Commercial facility on Kuehner Road, and the District Commercial facility on Tapo Street.	Provide a Central Library and three Branch Libraries.
	CIVIC CENTER	Area Interviews.	The City of Simi Valley City Hall is presently located in temporary buildings next to the Ventura County Branch Courts on Cochran Street. Both the building and the site are deemed inadequate to serve the ultimate population in Simi Valley, and construction of a Civic Center is now under consideration. This Civic Center is intended to include local, County and State governmental functions, recreational and cultural activities, and possibly also some semi-public and private uses.	A Civic Center combining centralized services to the people of Simi Valley (such as governmental offices, central police and fire stations, central library, etc., as well as cultural facilities) is needed.	Provide a Civic Center and related facilities in a location and to an extent to adequately serve residents of the Valley.	Provide sites for public uses including a government center to accommodate Federal, State, County, City offices as well as offices of the various special purpose districts serving the community, sites for public buildings such as police and fire stations, corporation yards and other facilities. Provide adequate sites, based on future community growth, for educational and cultural facilities such as schools and colleges, libraries, a community center including a theater, exhibit space and arena, as well as outdoor sports, amphitheaters, etc.	Develop a site of between 30 and 50 acres with good access to all of Simi Valley and with good visibility from the major transportation and circulation routes.

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PLANNING SYSTEMS

COMMUNITY FACILITIES

PUBLIC AND SEMI-PUBLIC BUILDINGS, UTILITIES AND SERVICES

PLANNING POLICY CHART — SIMI VALLEY, CALIFORNIA

BACKGROUND INFORMATION		CONCEPT PLANNING			
SOURCES	FINDINGS	IMPLICATIONS	OBJECTIVES	PRINCIPLES	PROPOSALS
Area Interviews and Utility Reports.	Simi Valley is presently served by six fire stations, one of which is located in Moorpark and serves the westerly end of the Valley. Service is provided by the Ventura County fire protection district, under contract with the City of Simi Valley within the City limits. Fire protection for existing development is deemed adequate, and there should be no difficulty in providing additional facilities, equipment and manpower for future development. Police protection is provided by the Ventura County Sheriff's Department outside the City limits of Simi Valley, and by the City within the City limits. Service to Simi Valley proper, though not to the Bell Canyon Area, could be provided conveniently from one central police station located in the Civic Center. Hospital facilities serving Simi Valley are provided by the Simi Valley Adventist Hospital and the Simi Valley Doctors Hospital. Both are located well to serve the central and westerly portion of the Valley, but no hospital facilities are available in the easterly portion of Simi Valley. Flood control and drainage improvements and maintenance are provided through the Ventura County Flood Control drainage district. Flooding conditions on Arroyo Simi will be remedied over the next several years through the installation of storm drainage improvements. Water is imported into the area by the Metropolitan Water District, is purchased wholesale by the Calleguas Municipal Water District, and is then sold to local water districts and other water companies. Water can be made available in quantities and of a quality which will service all proposed development. Gas service is provided through the Southern California Gas Company, and can be supplied to all present and potential customers within the Simi Valley Planning Area. Electricity is provided by the Southern California Edison Company which can foresee no circumstances under which the existing basic network will not be adequate to serve future development as well. Phone service is provided by the Pacific Telephone Company, which deems its fully self-contained facility in Simi Valley adequate to handle all future development within the Simi Valley Planning Area. Telegraph service is provided through Western Union Company which maintains an Agency office on a contract basis. Improvement of the service through longer business hours is anticipated. Refuse disposal is provided under contract by a number of different scavenger companies, and the refuse is disposed of in the Ventura County refuse disposal site II in Simi Valley. The site is deemed adequate to serve needs of this portion of the County for the next 25 years. In addition to the Catholic cemetery south of Sinaloa there exists a small public cemetery administered by the Simi Valley Public Cemetery District. Most interments of valley residents occur outside the Valley, a practice which is expected to continue in the future.	An additional two fire stations beyond the five fire stations now located in Simi Valley will be required to fully serve the proposed land uses. A central fire station, located in the proposed Civic Center, will be adequate to serve all of Simi Valley proper. Outlying areas such as Tripas Canyon, Happy Camp Canyon, and Bell Canyon will be served from Sheriff sub-stations available. Additional hospital facilities are proposed to serve the east end of the Valley. Flood control and drainage improvements, scheduled by the Ventura County Flood Control and Drainage District, should be adequate to eliminate flooding on Arroyo Simi. Water, gas, electricity, phone, telegraph and refuse disposal facilities will present no deterrent to urban development and can be expanded without unusual difficulties to accommodate all of the proposed urban development.	Establish sites for public uses as necessary to fully serve all users in the community.	Provide sites for public and semi-public users required to support urban development according to prevailing needs and standards.	Provide two additional fire stations in Simi Valley in locations designed to serve proposed land uses most effectively. Provide a central police station in the Civic Center. Provide hospital facilities to serve the east end of Simi Valley. Provide public utilities and services in locations and to an extent needed to serve urban development in the Valley.

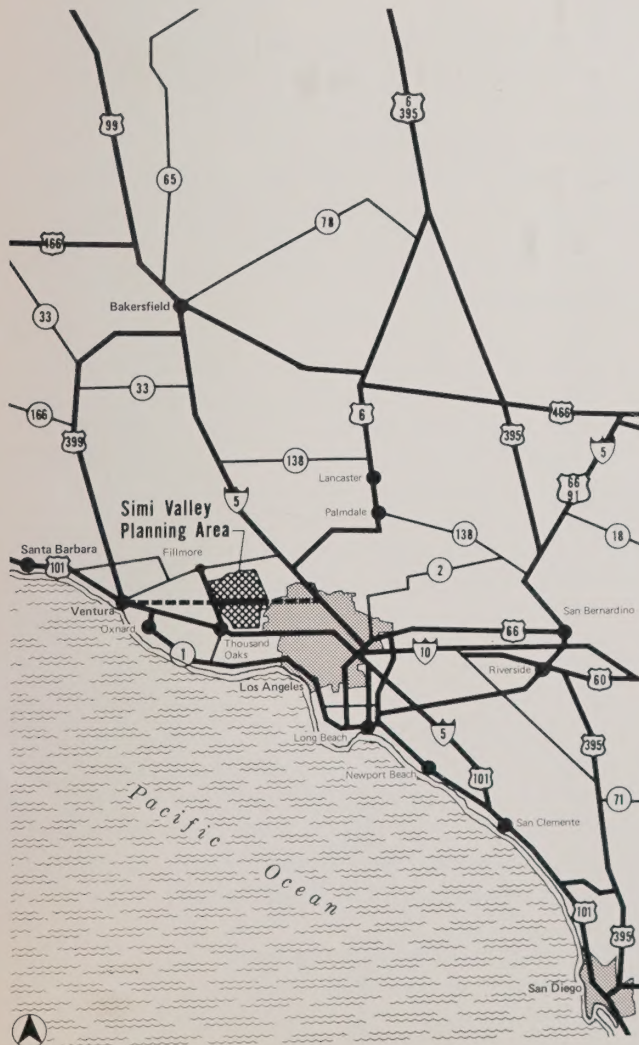
C. SUMMARY OF EXISTING CONDITIONS

A detailed discussion of existing conditions in Simi Valley is contained in the "Background for Planning" report, which is a summary of the background information collected during the General Plan process. The following is a capsule summary of the findings most relevant to the General Plan proposals:

1. REGIONAL LOCATION AND DEVELOPMENT TRENDS

Simi Valley is a crescent-shaped valley approximately nine miles in length varying from one to three miles in width, surrounded by steep hills. The valley is separated from the San Fernando Valley in Los Angeles County by the rugged Santa Susana mountains north and east of the Valley, rising to more than 3,000 feet, which also separate it from the Fillmore-Piru valley to the north. Simi Hills rising to approximately 2,500 feet separate the Valley from the Conejo-Coastal plain of Ventura County.

Regional Location Map



Major linkage with San Fernando Valley is provided through the Simi Valley Freeway to the east, which will ultimately also be extended westward to connect Simi Valley with Santa Paula, Ventura, and the coastal plain. Major north-south connections are provided through the Conejo Creek Freeway, which extends southerly to the Ventura Freeway in Thousand Oaks and northerly to Fillmore. Simi Valley is accessible to commuters, and industrial and commercial traffic from population and employment centers in both Los Angeles County and Ventura County.

Early development in the valley was agricultural in nature with cattle grazing utilizing much of the valley floor. Later, farming turned to citrus groves and annual crops. The rural atmosphere prevailed until approximately 1950, at which time the population was less than 3,000 persons. After 1950, the influx of residential development to the valley started slowly providing for a total population of 8,000 persons by 1960. Major growth of Simi Valley occurred between 1960 and 1965; by 1965 the population had increased to approximately 44,000 persons. The home building recession which started in 1965 and continued into 1967, drastically reduced the rate of population increase. Since that date, growth has been at a slower rate, as reflected in the 1970 census population of approximately 60,000 persons within the City limits of Simi Valley. Growth outside the City limits has been very limited and the population of the total valley was approximately 66,000 persons in 1970.

Development patterns were controlled originally by the County-wide General Plan for Ventura County and its implementing codes and ordinances. Since 1967 development has been subject to the Simi Area General Plan of Ventura County (a component of the Ventura County General Plan), which as a stop-gap measure has been utilized also as the General Plan for the City of Simi Valley.

The general development trends have been skewed towards residential uses, with commercial uses being developed in support of the population's need, but industrial development lagging far behind. Since much of the best agricultural land has either been developed for urban uses or else is interspersed with urban uses, agricultural production in the Valley is limited.

2. PLANNING AREA COMPONENTS

The General Plan covers an area substantially larger than the incorporated limits of the City of Simi Valley, or even the Sphere of Influence assigned to the City by the Local Area Formation Commission. The extent of the Planning Area was determined partly by reasonable physical boundaries and partly by a desire to include those portions of Ventura County for which no other jurisdiction had prepared planning policies and which would remain in a vacuum if they were not to be included in the Simi Valley General Plan.

The Planning Districts include the following:

The City of Simi Valley, the limits of which are largely the same as those on the date of incorporation in 1969.

East Moorpark, the area south of Simi Valley Freeway, east of the Conejo Creek Freeway, north of the City limits of Thousand Oaks, and west of the City limits of Simi Valley.

Big Mountain, the area north of the Simi Valley Freeway and east of the Conejo Creek Freeway, with the northerly and easterly boundaries of the

Planning District determined by watershed lines (the crest of hills).

Bell Canyon, the area between the City limits of Thousand Oaks, the top of the ridges south of the Rocketdyne Facility, and the Los Angeles County line. This area is largely divorced from Simi Valley itself, and is a "no-man's-land" for which planning policies have not been developed by other agencies. At the suggestion of the Simi Valley Unified School District and the Simi Valley Recreation and Park District (both of which serve this area as well), this area was included in the Simi Valley Planning Area for consideration and development of a general planning policy.

The remainder of the area assigned the City of Simi Valley as its "Sphere of Influence" by the Local Area Formation Commission represents another Planning District, except that Box Canyon and Tripas Canyon have been defined as separate units, and those portions of the "Remainder of LAFCO Area" which should be considered as part of the Valley floor proper have been segregated.

Thus, an artificial aggregation of the "Simi Valley Floor" has been made, which consists of the City of Simi Valley, the adjacent portion of the "Remainder of LAFCO Area" including Susana Knolls, East Moorpark, and because of its importance to the Valley, also the College View neighborhood of the Big Mountain Planning District (a total of 37,400 acres or 58.4 sq. miles).

3. LAND USE PATTERNS

The existing pattern of land uses is shown graphically in generalized form on the Existing Land Use Map. A statistical analysis of these uses is summarized in Table 1, and is also detailed in the "Background for Planning" report.

Residential Development Pattern

Development in the "older" portions of Simi Valley occurred in "Old Town Simi", Santa

Simi Valley General Plan Program

Existing Land Use

	Single- AC	Family HU	Multi-Family AC	Multi-Family HU	Comm. AC	Indl. AC	Public /Semi AC	Street & ROW AC	Undev. AC	TOTAL AC
City	2,761	14,650	38	460	236	178	826	1,531	7,550	13,120
Rest of LAFCO	168	840	-	-	25	2,757	2,209	279	37,422	42,860
East Moorpark	20	50	-	-	-	-	55	191	3,654	3,920
Simi Valley	2,949	15,540	38	460	261	2,935	3,090	2,001	48,626	59,900
Big Mountain	-	-	-	-	-	-	-	-	14,320	14,320
Tripas Canyon	-	-	-	-	-	-	-	-	3,625	3,625
Box Canyon	25	50	-	-	-	-	1	3	1,141	1,170
Bell Canyon	100	300	-	-	3	-	15	20	10,562	10,700
TOTALS	3,074	15,890	38	460	264	2,935	3,106	2,024	78,274	89,715
% Developed	27.0	(97.2)	.3	(2.8)	2.3	25.7	27.2	17.8	-	-
% Total	3.4	-	.0	-	.2	3.3	3.5	2.3	87.3	100.0

Source: Candeub, Fleissig and Associates, Field Surveys, August-September, 1970.

Susana, Susana Knolls, and the Virginia Colony (near Moorpark) with only scattered development in between. The 1960 population of approximately 8,000 persons occupied somewhat more than 2,000 housing units. The rapid growth between 1960 and 1965 filled in large portions of Simi Valley so that by April, 1970 the population reached 66,000 persons occupying somewhat more than 16,000 housing units. Virtually all major open lands between the Simi Valley Freeway and Los Angeles Avenue, between Madera Road and Sequoia Avenue south of Los Angeles Avenue and within the City Limits, and between Tapo Canyon Road and Stearns Street north of the Freeway and inside the City limits, as well as large chunks of the lands between Stearns Street and the southerly and easterly City limits south of the freeway are now devoted to single family housing. Thus, most of the community is now built up in recently constructed single family detached homes.

The trend of residential development has been towards slightly more expensive homes. A large number of undeveloped but recorded smaller lots exist. Though community pressure mitigates towards larger lots, it is balanced by developers pressures towards smaller lots. The weighted average density of all lots in the Valley as of April, 1970 shows a net density of 6.3 housing units per net residential acre, which is the equivalent of 4.7 housing units per gross residential acre if it is assumed that 25% of the developed residential land will be devoted to streets.

Multiple family units, approximately 400 in all, are distributed in the older portions of the community enumerated above.

Mobile homes accommodate approximately 300 housing units, virtually all in mobile home parks. The mobile home parks are concentrated near Los Angeles Avenue at Stearns Street and Yosemite Avenue, and north of Tierra Rejada Road west of Madera Road.

Commercial Development Pattern

Commercial land use in the Valley is concentrated in two large shopping areas (Larwin Square and the surrounding general commercial area, and Tapo Street and the nearby general commercial area), as well as the K-Mart which is the nucleus of a Regional commercial facility. Small neighborhood shopping centers and other commercial uses are distributed largely along Los Angeles Avenue, though clusters exist on Royal Avenue, Sycamore Drive, and Tapo Street.

Industrial Development Pattern

Present industrial clusters consist of lands near Los Angeles Avenue at Tapo Street, including the Santa Susana Airport, the Moorland Industrial Park on Los Angeles Avenue, and the First Street industrial complex near Cochran Street. The Rocketdyne facility in the South Simi Hills is a self-contained unit with only tenuous access to the Valley, though some employment is provided to area residents.

The main line of the Southern Pacific Railroad traverses the Valley. It runs along Arroyo Simi from its junction with the Conejo Creek Freeway on the westerly end of the Valley, continues along the Arroyo to approximately First Street, and then cuts across to run north of Los Angeles Avenue to a point just east of the Santa Susana Airport. Thence the railroad continues in a southwesterly direction to skirt Susana Knolls until it enters a railroad tunnel at the easterly extreme of the Valley near the Los Angeles County line.

Public and Semi-Public lands

Major public and semi-public lands consist of the school sites owned and operated by the Simi Valley Unified School District, park sites of the Simi Valley Recreation and Park District, Moorpark College, Oak Park of Ventura County, the Sinaloa Golf Course of the Recreation and Park District, and the acreage owned by Brandeis Institute.

Undeveloped and Agricultural Lands

More than 80% of the Simi Valley Planning Area

is undeveloped. Rocky outcroppings and steep slopes have limited utilization of land and agricultural production is concentrated on the few larger ranches maintained in one ownership and not broken up for urban development, such as the Wood Ranch, Montgomery Ranch, Hummingbird Ranch, and similar holdings.

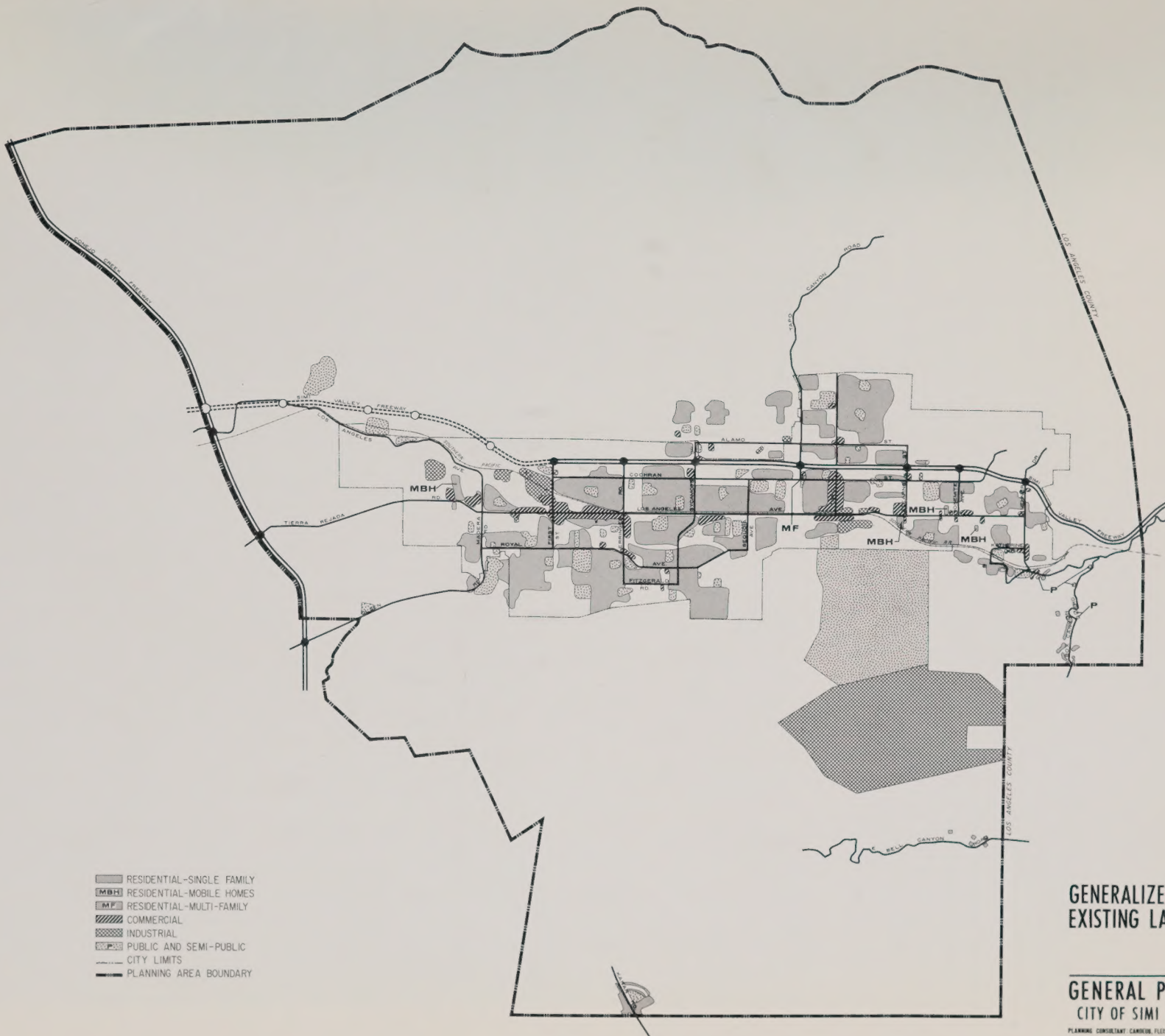
4. EXISTING CIRCULATION

The Generalized Existing Land Use Map also shows the major arterials and freeways existing in the Valley. A traffic flow analysis (1969 Average Daily Traffic flow) shows the major traffic distribution along the freeway and major arterial system. While more current traffic counts would reveal somewhat different information, the 1969 data is a valid illustration. Existing rights-of-way and improvements are shown in the Traffic and Circulation table of the Circulation Plan.

5. EXISTING COMMUNITY FACILITIES

The existing community facilities consist of educational facilities (elementary, Junior and Senior High Schools, and Moorpark College) neighborhood parks, a community park being purchased, Sinaloa Golf Course, and Oak Park of the County, fire stations, library, City Hall, and the County Courts, administrative facilities and the corporation yard of the local agencies such as the Simi Valley Unified School District and the Simi Valley Recreation and Park District, private hospitals and convalescent hospitals, and various utility and service installations of the utility districts, water and sewer districts, and the County sanitary landfill operation. All of these facilities and their adequacy to serve existing development were investigated in the "Background for Planning" report, and the location of the major facilities are shown on the Community Facilities Plan.





- RESIDENTIAL-SINGLE FAMILY
- MBH RESIDENTIAL-MOBILE HOMES
- MF RESIDENTIAL-MULTI-FAMILY
- COMMERCIAL
- INDUSTRIAL
- PUBLIC AND SEMI-PUBLIC
- CITY LIMITS
- PLANNING AREA BOUNDARY

GENERALIZED EXISTING LAND USE

GENERAL PLAN PROGRAM
CITY OF SIMI VALLEY, CALIFORNIA

PLANNING CONSULTANT: CAMDEN, FLEISSER AND ASSOCIATES

1972

D. DEVELOPMENT FACTORS

A number of Development Factors exert major influences on land use and circulation patterns for Simi Valley. These factors are summarized below, and consist of the regional freeway system, population growth and economic development trends, physical characteristics of the Valley and the surrounding hills, the existence of a small number of historic sites, and the environmental impact of development in the Valley and adjoining watersheds.

1. FREEWAYS

A major development impact is provided by the Simi Valley Freeway and Conejo Creek Freeway portions of the regional freeway system. The Simi Valley Freeway has provided a high-speed connection between the San Fernando Valley and Simi Valley. Further improved access, which will also have an impact on industrial development, will occur when the Simi Valley Freeway is connected all the way to the San Diego Freeway in the east and the Conejo Creek Freeway to the west, probably by 1979. Ultimately, the Simi Valley Freeway will connect westerly to the Santa Paula Valley and hence to Ventura.

The Conejo Creek Freeway connects Simi Valley with the Conejo-Coastal plain including the cities of Thousand Oaks and indirectly Oxnard. The Conejo Creek Freeway will be extended to its connection with the Simi Valley Freeway by 1979, and ultimately will connect also to the Fillmore-Piru Valley to the north.

In addition to the salutary development impact of the high-speed freeway connections, there is also the undesirable impact of the freeways on residential adjoining properties. These properties experience increased noise and fumes from freeway traffic, and are subject to debris generated by the same. Special treatment of residential properties near the freeway is therefore necessary.

On the other hand, the freeway exerts a positive effect on commercial properties nearby, which can expect increased patronage due to improved access and the transient component of traffic.

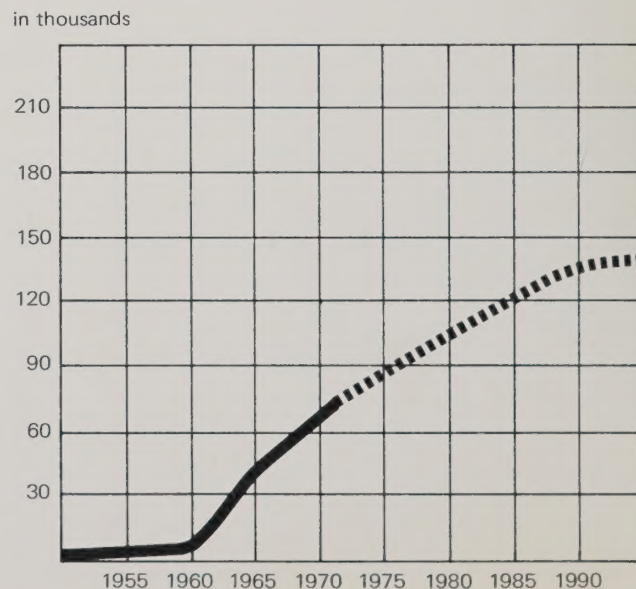
Similarly, industrial lands with good access from the freeway will be much more desirable and will be easier to develop than lands further removed.

Finally, the freeway traffic will provide basic support for the Highway Commercial centers proposed and will thus stimulate this segment of the economy of the Valley.

2. POPULATION GROWTH AND ECONOMIC TRENDS

The General Plan proposals deal with the ultimate development pattern and the population holding capacity of the Simi Valley area. While this ultimate development is not tied to any specific date, it is clear that the development of lands for specialized uses, such as regional commercial facilities, cannot be held up indefinitely. Thus it is helpful to try and estimate population growth for certain target years.

Simi Valley Population Growth



In view of the limited historical information on population growth, and the wide fluctuations in growth rates experienced in Simi Valley in the past, the best indication for future population growth in Simi Valley was deemed to be a refinement of the population projections for statistical components of Ventura County. Based upon these projections for the Simi Planning Area and the easterly half of the Moorpark Planning Area, these estimates would yield approximately 23,000 housing units and 91,000 persons within Simi Valley by 1975. By 1985, these projections would yield approximately 39,000 housing units and 150,000 persons.

The General Plan proposes substantially reduced residential densities in many locations and

provides at ultimate development approximately 44,000 housing units and 165,000 population on the Valley floor. It is felt that in view of these proposals the apportionment of County growth may be on the high side. Reduced densities are liable to reduce the rate of development to a certain extent, and as the total holding capacity of the Valley is approached it will be more and more difficult to acquire and develop vacant land; thus a flattening out of the growth curve must be anticipated.

Reasonable estimates of population growth would therefore point to the expectation of 22,000 housing units and 87,000 persons in Simi Valley by 1975, and approximately 33,000 housing units and 125,000 persons by 1985.



For purposes of General Plan estimates, characteristics of the population in 1985 were estimated as follows: Household size at 4.0 persons for single family housing, and 2.5 persons for multiple family units and mobile homes.

The age distribution for the Valley will largely be dependent upon the size of homes and number of bedrooms constructed, but it is expected that with the exception of minor aging the ratios now existing will generally prevail.

It is expected that by 1985, changes in the economic capability of minority groups will cause changes in the racial composition, so that non-whites will approximate 10% of the population and total minorities will constitute approximately 15% of the total population.

For purposes of economic analysis, it is expected that the medium income will rise to approximately \$12,000 per annum for 1985.

Student generation per household for 1985 is estimated as follows: Elementary School - .85 students in single family and .50 students in multiple family; Junior High School - .30 per household; Senior High School - .23 per household.

Studies conducted by the Southern California Association of Governments indicate that the Ventura County component of the regional market for housing would permit the construction of a housing mix including between 16.0% and 23.0% multiple family units. The General Plan proposes that only 15% of the total housing mix be multiple family units.

Market analyses underlying the proposals for commercial lands assume a Primary Trading Area of approximately 150,000 persons for 1985 (including Fillmore and Piru, which will ultimately drop out of this Trading Area and will be replaced by additional population growth in the Valley proper). After allowance for 33 Convenience Commercial centers serving neighborhoods and combinations of

neighborhoods, and allowing for General commercial, Office commercial and Service commercial facilities, future trading support will allow the development of one Regional and four District level commercial centers.

Future employment in Simi Valley is expected to reflect the national trend towards an increase in service employment at the expense of manufacturing employment. Based upon even the most conservative estimates of employee generation per industrial acre (7 employees per acre for large-site occupants and 15 employees per acre for small site occupants), and assuming that by 1985 only 1,320 acres out of a total of 5,300 designated for industrial use (not including railroad rights-of-way) would be developed, appropriate multipliers of labor force in non-manufacturing employment show that the labor force provided by a population of approximately 190,000 persons could be accommodated--substantially more than the ultimate holding capacity of the Valley. Thus the present employment pattern, in which more than 80% of the employed Valley residents commute outside the Valley, would be reversed with a great majority of the Valley residents employed locally.

3. PHYSICAL CHARACTERISTICS

Physical characteristics of the Valley and the surrounding hills to a great extent determine both the location and the type of urban development. The major factors affecting development are slopes, soils, earthquake faults, flooding and ground water, and areas of high mudslide hazard.

a. Slopes

An analysis of all the slopes in the Simi Valley Planning Area shows that of the total 89,715 acres, approximately 31,400 acres (35%) is flat with a slope of less than 10% (10 foot vertical rise per 100 foot horizontal extent). 13,800 acres (14%) are moderately flat with a slope of between 10% and 20%, and 51% are steep with a slope of over 20%. These figures are somewhat misleading since substantial amounts of flat lands exist in small patches isolated throughout steep areas, so



DEVELOPMENT FACTORS

GENERAL PLAN PROGRAM CITY OF SIMI VALLEY, CALIFORNIA

PLANNING CONSULTANT: CARBON, FLEISSIG AND ASSOCIATES

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that utilities and access could only be provided at inordinate cost and thus these areas should not be considered for future urban development.

Even though it is physically possible, and in many cases even financially feasible, to develop steep slope areas, such development will usually involve major grading of housing sites, cutting and filling for roads, the need for major trenching for utilities and major earth moving and stabilization works. All of the above are considered undesirable for safety, ecological, and aesthetic reasons, and the natural slope conditions were thus made major criteria with respect to the location of future urban development.

b. Soils

The 1970 Soil Survey of Ventura County, prepared by the U.S. Department of Agriculture, classified and evaluated all soils within the Simi Valley Planning Area. Of major interest are soil summaries which indicate that most of the valuable agricultural soil has either already been developed for urban purposes or is so divided in ownerships and either so close or surrounded by urban development that continuation of agricultural use can only be considered for the near future. Thus the General Plan does not propose the retention of major flat lands for permanent agricultural use, but recommends that lands still farmed be kept in agricultural production as long as possible through judicious staging of future urban development.

A second soil category of interest is one showing areas of high erosion hazard. Practically all of the mountains and hills surrounding Simi Valley fall into this category, underscoring the need for conservation practices and prevention of urban development on these lands.

Finally, the Soil Survey also indicates certain soil conditions which are unsuitable for residential development on the basis of septic tanks. Since septic tanks have generally been found an unsatisfactory mode of sanitary effluent disposal, and since it is proposed that all urban

development within Simi Valley be served by community water supply and sewer facilities, the ability of the soil to absorb effluent from septic tanks does not have any major impact on future development.

c. Earthquake Faults

Data from the U.S. Geological Survey, the Division of Mines of the California Department of Natural Resources, and a recently completed geologic-seismic report for the City of Simi Valley outlines the possible effect of earthquakes on future development in the Valley. The major effects are of three types: ground shaking due to an earthquake centered on the Santa Susana, San Fernando or San Andreas Faults outside the Simi Valley area; ground shaking and rupture due to activity on the Simi (Santa Rosa) Fault along the northerly edge of Simi Valley; and the results of possible liquification of soil in areas of high ground water due to earth shaking.

Probability of ground shaking due to faults outside the Simi Valley area is rated low for the Santa Susana Fault, intermediate for the San Fernando Fault, and likely for the San Andreas Fault. Planning for the effect of this type of earthquake should generally be concerned with the design of structures, and with the design of ground contour alterations so that no land or mudslides will be triggered.

Rupture and movement caused by the Simi Fault is rated of very low probability, but cannot be disregarded. Since experts in earthquake science have indicated that damage may be no worse within 50 feet of a rupture than within 5 miles of the same, the only additional precautions beyond structural design would be to have special seismic investigations made along the existing fault lines (including their buried portions) and to prevent construction in very close proximity to the fault.

Earthquake damage resulting from liquification of ground in areas where high ground water table exists, is tied in with the hydrological problem of these areas. The remedy here would be to control and lower the level of ground water by means of

pumping, elimination of sewage treatment plants in the easterly and central portions of the Valley, and in making special provisions for seepage from future man-made bodies of water such as reservoirs and lakes.

d. Flooding and Ground Water

Flooding conditions occurred in the past along Arroyo Simi, specifically in the westerly end of the Valley. Flood plain studies of the U.S. Corps of Engineers and the Flood Control and Drainage District of Ventura County have generally outlined where flood hazard exists, and channel improvement to Arroyo Simi coupled with appropriate design of land uses adjoining the flood plain should alleviate this condition. Design of future development along Arroyo Simi and minor watercourses should include preservation and improvement of the watercourses and prevention of development encroachment along the same.

Reduction of ground water withdrawal for agricultural purposes and importation of water for domestic consumption have caused the ground water level to rise in two areas where it had dropped earlier. These two areas are concentrated south of Los Angeles Avenue between Stow Avenue and Kuehner Drive, and south of the Southern Pacific Railroad and north of Royal Avenue from the vicinity of First Street to the area just west of Madera Road. The increasing height of the ground water table causes problems in the placement and maintenance of public utilities; construction activities, may cause high infiltration into the sewer system, and in conjunction with earthquakes may cause liquifaction of the soils and structural damage.

Basic remedies to this situation would include provision for continued pumping of ground water from the water table.

e. Mudslides

The Division of Mines and Geology of the California Department of Natural Resources has analyzed mudslide risks in Southern Ventura County. A number of areas along the periphery of

the Valley fall into the two highest risk categories. This fact again points to the need to retain natural slopes in the steep slope areas and on the geologic terraces outlined in the geologic-seismic report. Any proposed development in areas of 10%-20% slope which adjoin steep lands should be subjected to detailed soil and geologic analysis so that mudslide risk can be anticipated and development either designed safely or be prevented.

4. HISTORIC AREAS

A number of sites of historical interest exist in Simi Valley. These sites are of varying importance and an effort should be made to retain, mark, and provide public access to as many of these as possible. The historic sites, as listed by the Ventura County Cultural Heritage Board and the Simi Valley Historical Society, include the following:



- Chumash Indian Caves and Paintings on the Rocketdyne property and north of the Freeway near Yosemite;
- Cross on Mount McCoy;
- Stagecoach Road, Coast Stage Line and Larry's Station site west of the railroad tunnel and east of Kuehner Road;
- Santa Susana Pass Road;
- Hummingbird Ranch;
- Palm trees planted in the early 1900's along Alamo Street;
- Gillibrand old family home and old family cemetery;
- Old cemetery near Royal and Thompson Lane;
- Old Miss Bessie Printz home;
- The Runkle Ranch and horse corral;
- The Elephant Rocks near the Crestview School;
- The Strathearn Adobe west of Madera Road.

5. ENVIRONMENTAL IMPACT

An environmental inventory and impact analysis for Simi Valley was undertaken by the City's Department of Environmental Affairs in December, 1971. Aspects investigated which deal directly with future development included flooding, ground water table, vegetation, sewage, and solid waste disposal, pesticide and herbicide pollution, noise, and fire danger.

Findings regarding flooding and ground water table are similar to those discussed under Physical Characteristics above.

Findings regarding air pollution indicate that the main source of air pollution is automobile emission, which can be expected to increase as additional population brings with it more cars. Further, with the westerly prevailing winds, air pollution from the Oxnard plain is driven into Simi Valley through Las Posas Valley. The major recommendations of the Impact Analysis propose that auto emissions be controlled through State and Federal agencies, that industry attracted to the Valley be of the "clean" type, and that other modes of travel such as public transit be encouraged to reduce automobile travel.

The Impact Analysis stresses the importance of local vegetation not only for aesthetic reasons, but to remove carbon dioxide from the air and add oxygen to the same. Plants also introduce water vapor to raise the humidity, provide shade, provide food and shelter for animal life, stabilize soils, and certain types of vegetation can be used for fire retardation. The Analysis recommends retention of indigenous vegetation and promotion of additional planting.

The Impact Analysis shows that solid waste disposal facilities provided by the County will be adequate for at least 25 years, and the proposed sewer system serving the whole community would be adequate to collect and treat sewage effluent from expected development.

Pesticide and herbicide pollution is a problem only in larger agricultural operations, and with the phasing out of agricultural uses in Simi Valley, this type of pollution will be abated.

The Environmental Inventory and Impact Analysis investigated noise pollution and pinpointed as the major generators of noise problems the Simi Valley Freeway, the Southern Pacific Railroad, and the Santa Susana Airport. Recommendations include special design of residential and other uses near the freeway and the railroad tracks to shield occupants and users from the noise generated. With the proposed phasing out of the Santa Susana Airport, noise problems of the airport will be abated.

Finally, the Impact Analysis discusses the fire danger in the hills surrounding Simi Valley. The Impact Analysis indicates that the U.S. Forestry Department and other agencies are applying improved techniques of brushland control and management including removal of highly flammable brush near residences, replanting of areas with low-growing plants of relatively high moisture capacity, and the use of annual grasses which remain green into the summer to provide greater fire protection.

E. MAJOR GENERAL PLAN PROPOSALS

The proposed policies for future development of the City of Simi Valley are outlined below in six major sections. The first section discusses the development goals and objectives formulated by the Simi Valley General Plan Work Group, which the General Plan is intended to achieve.

The second portion discusses the Concept Plan which represents a synthesis of various development alternatives into a basic planning concept underlying the more detailed proposals of the General Plan.

The third portion deals with Urban Design considerations which were taken into account in the development of the General Plan, and should guide development in accordance with the same.

The fourth section discusses the Land Use patterns and their relationships, including land for residential, recreation, open space, commercial and industrial areas as well as other uses. This section contains also the Housing Element and a Neighborhood Analysis.

The fifth section deals with the Circulation and Transportation Plan including freeways, major arterials, scenic roads, transit and airport, design standards and other considerations.

The sixth and final section of the General Plan proposals deals with Community Facilities designed to serve the residents of the City. These facilities include schools, recreation, the Civic Center, and other facilities such as fire and police protection, hospitals, water, gas, electric, phone and other utilities, cemeteries, etc., and sanitary landfill.

1. DEVELOPMENT GOALS, OBJECTIVES, AND PRINCIPLES

The General Plan is intended to work towards attainment of the following:

a. Development Goals

(1) It is a goal of the City of Simi Valley to provide a balanced community accommodating and serving residents and transients of all races,

ethnic origins, creeds, age groups, different walks of life, diverse income levels, and wide ranging interests.

(2) It is a goal of the City of Simi Valley to provide for its residents a good living environment including attractive, fully accessible, fully serviceable places to live, work and play.

(3) It is a goal of the City of Simi Valley to accommodate a variety of land uses including residential uses of various types (single family at various densities, multiple family, mobile homes and others), commercial uses, industrial uses, public and private recreational uses, other public uses, transportation and related uses as appropriate, and land retained permanently in its natural state.

(4) It is a goal of the City of Simi Valley to retain to the fullest extent possible its existing natural features and other environmental and esthetic assets, including the hills and open space.

(5) It is a goal of the City of Simi Valley to create to the fullest extent possible additional environmental and esthetic assets including recreational facilities, lakes, and man-made landscaped areas.

(6) It is a goal of the City of Simi Valley to create a community in which residents will take an active part in controlling their environment and, in so doing, will establish and maintain a continuing dialogue with the City's leadership.

b. Development Objectives

In order to attain the goals of the City of Simi Valley, the following objectives are hereby adopted:

(1) Residential Objectives

(a) Provide housing for persons and families of all races, ethnic origins and creeds.

(b) Provide a wide range of choices in housing types and price ranges.

(c) Provide subsidized housing for families of low income.

(d) Provide housing for individuals and families with special needs, such as large families, elderly, and handicapped.

(e) Ensure that full regard is given to the appearance of housing developments of all types, so that there will be a harmonious relationship between adjoining uses, natural features, and the total environment.

(f) Provide all housing with maximum amenities including recreational, educational and cultural facilities, utilities, and access.

(g) Encourage the development and maintenance of neighborhood organizations and other groups with community interest, in order to generate a community spirit and ensure participation of the City's residents in community affairs.

(2) Commercial Objectives

(a) Provide a full range of commercial establishments and facilities to serve the residents of the community; for the convenience of the area's residents, the provision of nearby employment opportunities, and improvement of the community's tax base.

All commercial uses shall be located so as to provide easy access, adequate off-street parking, and appropriate control of ingress and egress so as not to disrupt traffic on adjoining major arterials.

Commercial uses shall be appropriate and designed for good appearance, relation to the community's urban design plan, and to preclude a blighting influence on other nearby uses.

(b) Provide regional commercial facilities as warranted by market forces in Ventura County, the Los Angeles Basin and Southern California.

(3) Industrial Objectives

(a) Provide sites for light manufacturing and Research and Development type industrial uses in

order to provide nearby employment opportunities for area residents and to improve the tax base of the Community.

(b) Provide sites for distributive industry and warehousing to serve the area's residents rather than to fulfill a regional distributive function.

(4) Recreational Objectives

(a) Provide park and recreational areas and facilities that reflect the needs and interests of the population they serve.

(b) Acquire, plan, develop and staff facilities to make possible a wide variety of passive, active, and organized recreation activities and opportunities to enrich the lives of all citizens.

(c) Provide park and recreational facilities and programs throughout the community in accordance with the distribution of population and in such locations as to make them conveniently accessible to all residents.

(d) Acquire and/or preserve open spaces for all types and provide for the advantageous use of these areas for recreation purposes and visual and spiritual enjoyment.

(e) Preserve the historical, scenic, and cultural heritage of the community and its environs.

(f) Support, encourage, and participate in the enhancement of community appearance through beautification efforts.

(g) Encourage the development of quality private and commercial recreation facilities and programs to help meet the leisure time needs.

(h) Provide park and recreation areas and facilities within the framework of the community's total requirements and financial resources.

(5) Public Use Objectives

(a) Establish sites for public uses as necessary to fully serve all users in the community.

(b) Provide sites for semi-public uses such as religious establishments, fraternal orders and other organizations.

(6) Circulation and Transportation Objectives

(a) Encourage the completion and full use of the regional transportation system (Simi Valley Freeway) to accommodate through traffic, provide access from other parts of the County and Southern California, and to provide access to the regional commercial facilities and industrial uses.

(b) Provide a system of major arterials, collectors and local streets to service all of the community and to connect with the regional circulation network.

(c) Promote use of rapid mass transit through designation of terminal facilities along potential transit routes and the establishment of a local transportation system.

(d) Provide for terminal facilities, if indicated, for railroad and air transportation.

(7) Other Use Objectives

(a) Provide additional sites as necessary for other uses and facilities not discussed above.

(b) Provide for interim agricultural use of undeveloped lands where a potential for agricultural use exists.

c. Development Policies and Principles

To achieve the objectives outlined above, the following development policies and principles are hereby enunciated:

(1) Residential Policies and Principles

(a) Establish an Open-Housing policy, and provide a mechanism to put this policy into effect (Open-Housing Ordinance, Fair Housing Commission, etc.)

(b) Encourage the construction of diverse housing types (detached, semi-detached,

townhouses; single family, duplexes, three and four-plexes, and apartment houses) through diverse density designations and the promotion of Planned Unit Development. Also, encourage the use of innovative construction techniques (factory-built housing, mobile homes, Operation Breakthrough, etc.) to encourage the construction of lower priced housing units.

(c) Utilize available programs and techniques to provide adequate housing for families which otherwise would have to live in substandard or overcrowded conditions. In providing this housing due consideration should be given to the maintenance of low income families in the mainstream of community life, through the use of scattered site housing, leased housing and other programs.

(d) Utilize available programs to promote the provision of especially designed housing for large families, (eight persons or more), elderly (age 65 or older) and handicapped.

(e) Encourage the utilization of the design professions in the planning and design of housing developments, and establish an Urban Design Panel of professionals to assist developers and to control the overall urban design framework for the community. Special attention should be paid to the utilization of different heights (low level, medium rise and high rise), landscaping, and the provision of open-space as related to building masses.

(f) In the consideration of proposals for housing developments a cooperative evaluation should be made with agencies providing facilities and services, so that no development lacking the basic amenities be provided. In addition to the required minimum, the Planning Commission and the Design Panel shall work with the developers to optimize facilities and amenities to be provided. The City's regulations pertaining to development (zoning, subdivision regulations, hillside development ordinance, mobile home ordinance, street tree ordinance, etc.) shall be evaluated, enacted and enforced vigorously.

(g) Provide for the establishment of neighborhood organizations in the various sections of the community, which organizations might also own and operate recreational facilities for the benefit of the neighborhood, and might assume other responsibilities such as joint purchase of fire insurance, scavenger service, and maintenance of landscaping.

(2) Commercial Policies and Principles

(a) Within market limitations (to be based on estimated needs of existing and future population) provide appropriately located sites of adequate size for various types of commercial uses. Such sites shall be provided largely in compact clusters and shall serve not only retail shopping uses but shall include also personal services, professional and financial office space, special medical space and other specialized activities. In addition, certain areas (including much of the existing commercial strip on Los Angeles Avenue) should be set aside for general commercial uses not normally located in shopping centers.

(b) Provide adequate sites near the regional transportation network for commercial establishments to tap the potential of regional commercial activities. Once designated, encourage prompt development of these facilities so that the regional market will not be preempted by a facility outside the Simi Valley Planning Area. If the estimated market does not materialize within a reasonable time period, redesignate the commercial sites thus reserved for other uses.

Commercial development for regional facilities should be subject to strict design control to ensure an harmonious relationship with surrounding uses, provision of adequate amenities, and to ensure that no undesirable influences on nearby uses will develop.

(3) Industrial Policies and Principles

(a) Encourage the provision of fully serviced industrial parks with the tight performance controls regarding appearance, land coverage,

parking and loading, noise, dust, fumes, and other environmental aspects, so located that they will be easily accessible throughout the community and the regional circulation network. Assist developers in the promotion and development of these sites through appropriate consideration in the development of utilities, transportation facilities and other public improvements. Establish design control for the layout of these industrial parks and construction of the buildings thereon.

Prohibit land-extractive industries (such as quarrying, mining and oil extraction) except as a temporary use subject to performance controls protecting adjoining uses.

(b) Designate sites for distributive industrial uses either in conjunction with other industrial uses or on special sites relating to the regional transportation network and the local arterial system. Provide for alternative uses in the event that the estimated potential for distributive industry does not materialize.

(4) Recreational Policies and Principles

(a) Park and recreation facilities should be located at neighborhood, community-wide and regional levels.

(b) Standards should be developed and adopted for the size of facilities, proximity to residents and general development features, and these standards adhered to whenever possible.

(c) The planning, acquisition, development, and administration of parks and recreation facilities and programs should reflect the fullest coordination and cooperation with all public agencies in order to avoid needless duplication of facilities and to obtain maximum use of land and tax resources.

(d) Financial priority should be given to land acquisition versus development and whenever possible, land for parks and recreation facilities should be acquired or reserved in advance of the development of an area.

(e) The location and design of recreation areas and facilities should:

- Allow minimum maintenance with maximum public utilization,
- Provide for passive as well as active usage,
- Reflect a concern for the surveillance and protection of park and open space and the user,
- Provide for flexibility to adapt to changes in population served and in recreation programs offered to meet changing needs,
- Be multi-purpose in nature whenever possible to serve the greatest number of needs and interests,
- Protect and enhance surrounding environments and property values.

(f) The achievement of beauty and conservation of open space should be a primary consideration in the planning of every recreation area and facility.

(g) A master plan for each facility should be professionally prepared and adopted to ensure the orderly development of each site.

(h) All interested organizations, individuals, and groups should have an opportunity to share in the planning of areas and facilities intended for public use and the integrity of the approved plan maintained.

(i) The acquisition and development of areas and facilities should reflect the City and Park District's General Plan and the Park Master Plan.

(j) Park and recreation facilities should be on lands dedicated and held inviolate in perpetuity, protected by law against diversion to non-public purposes and against invasion by inappropriate uses unless equivalent facilities are provided elsewhere.

(k) All public and private recreational facilities

and forms of recreation should be considered in the acquisition, development and programming of facilities.

(l) Every available source of public and private property and funds should be considered, evaluated, and utilized whenever appropriate.

(m) A variety of organized recreation programs well-dispersed throughout the community should be provided.

(n) Citizen participation, both on an individual and group basis, should be encouraged to help determine needs and assist in the implementation of plans and programs.

(o) Needs and interests of the community must be continually evaluated and determined with priorities and activities adjusted accordingly.

(5) Public Use Policies and Principles

(a) Provide sites for public uses including a Government Center to accommodate Federal, State, County and City offices as well as offices of the various special purpose districts serving the community, sites for public buildings such as police and fire stations, corporation yards, and other facilities.

(b) Encourage the provision of semi-public uses as necessary to serve the community's residents, preferably near commercial centers and public uses, to promote multiple use of off-street parking areas and landscaped areas.

(6) Circulation and Transportation Policies and Principles

(a) Cooperate with the California Department of Highways in accelerating the completion of the Simi Valley Freeway and its connection to the San Diego Freeway as well as that of the Conejo Creek Freeway, and ultimately the freeway connections to Fillmore and Ventura.

Protect approaches to the freeway from development through control of access and

appropriate design of uses adjoining major arterials leading to the freeway.

(b) Improve the existing arterial system and complete construction of major arterials as necessary to complete the circulation network through the community. Encourage back-up design of residential uses adjoining major arterials, and provide controlled access from other uses.

Establish a system of collector streets and local streets to provide easy access from major arterials to all parts of the community while avoiding through traffic in residential neighborhoods.

Provide adequate off-street parking in all developed areas.

(c) Provide for the future establishment of rapid transit facilities in accordance with best available

plans for future modes of transportation, including a bus and transportation terminal.

Encourage the establishment of a local bus system to tie into the freeway system and major regional activity centers (such as commercial centers, industrial employment centers, and the civic and cultural centers).

(d) Provide for railroad depot, an airport and/or heliport, if potential demand exists and an appropriate site is available for these facilities.

(7) Other Use Policies and Principles

(a) Provide sites for other uses not enumerated above according to prevailing needs and standards.

(b) Encourage the interim agricultural use of land not to be developed in the immediate future, where a potential for agricultural use exists.



2. CONCEPT PLAN

A development concept, based upon the development goals, objectives and principles adopted, was distilled from a number of alternative patterns and sets forth a very generalized development scheme for Simi Valley. This Concept Plan, while adjusted in the process of preparing the General Plan proposals, provides a concise statement of the overall development concepts for Simi Valley.

a. Residential Development

The Concept Plan utilizes a neighborhood development scheme. Most neighborhoods are based on a walk-in attendance elementary school and are provided with basic supporting facilities such as a neighborhood park and playground, a small convenience shopping facility serving one or more neighborhoods, a cluster of high density residential uses, and a balanced mix of residential types of accommodations. Neighborhoods are organized into Districts each centered on a Junior High School and/or Senior High School. On the District level larger recreational facilities are provided and in some cases District level shopping centers are also planned. Near the District level commercial centers larger clusters of high density residential development have also been planned.

The Concept Plan proposes to provide high density residential development (generally multiple-family accommodations, but also town houses and other high density single family housing) near all major activity centers such as the Regional Commercial Center, the Civic Center, and the District Commercial Centers. Further, a higher density residential cluster is proposed in most of the neighborhoods.

Single family densities are generally expected to follow the present pattern in areas which are already developed, and are then intended to decrease as new developments occur on the periphery of the Valley.

Densities are expected to decrease further on lands with a slope of between 10%-20%, and in

the outlying areas, such as Tripas Canyon, Box Canyon, Bell Canyon, and the South Simi Hills.

Finally, it is intended to keep from virtually all urban development steep-slope lands where the slope is in excess of 20%.

It is proposed that in any and all of the density ranges a variety of housing types be provided, in appropriate locations, so that ultimately there will be a balanced stock of single family detached, semi-detached housing, town houses, two, three and four-plexes, and one, two and three-story apartments as well as high-rise apartments in exceptional instances. It is also intended that residential development include mobile homes, factory-built housing, and other yet experimental types of accommodations.

It is intended that upon full development approximately 15% of all housing units in the community will be of the multi-family type, though it is expected that the rate of multiple-housing construction will fluctuate over the years.

b. Commercial Centers

The Concept Plan is intended to provide for the full amount of commercial facilities which can be supported by market demand both for 1985, and for ultimate development of the Simi Valley. The facilities will be provided in appropriate locations and on a staged basis as development takes place.

As indicated above, Convenience Commercial facilities will be provided nearby the neighborhoods which are expected to develop by 1985. Each of these Convenience Centers is expected to require approximately 6 acres of land and up to 50,000 square feet of commercial floor space. In addition, four District Commercial Centers will serve the community, each on 30 to 50 acres of land with approximately 200,000 to 300,000 square feet of floor space. The nucleus of these facilities already exists in Larwin Square, on Tapo Street, and additional facilities will be provided at Sycamore Drive and Kuehner Road.

Finally, one Regional Commercial facility with a site of between 50 and 100 acres and a total commercial floor area in excess of 1 million square feet is proposed at Madera Road.

In addition to the stratified commercial facilities discussed above, a number of general and specialized commercial areas have been proposed in other locations. It is expected that some of the general commercial development on Los Angeles Avenue near Larwin Center will continue to exist to serve general commercial uses not normally located in centers.

Further, a number of special facilities serving transient traffic on the Simi Valley Freeway, and professional office concentrations will be provided at strategic locations near the hospitals, the Civic Center, and elsewhere.

c. Industrial Lands

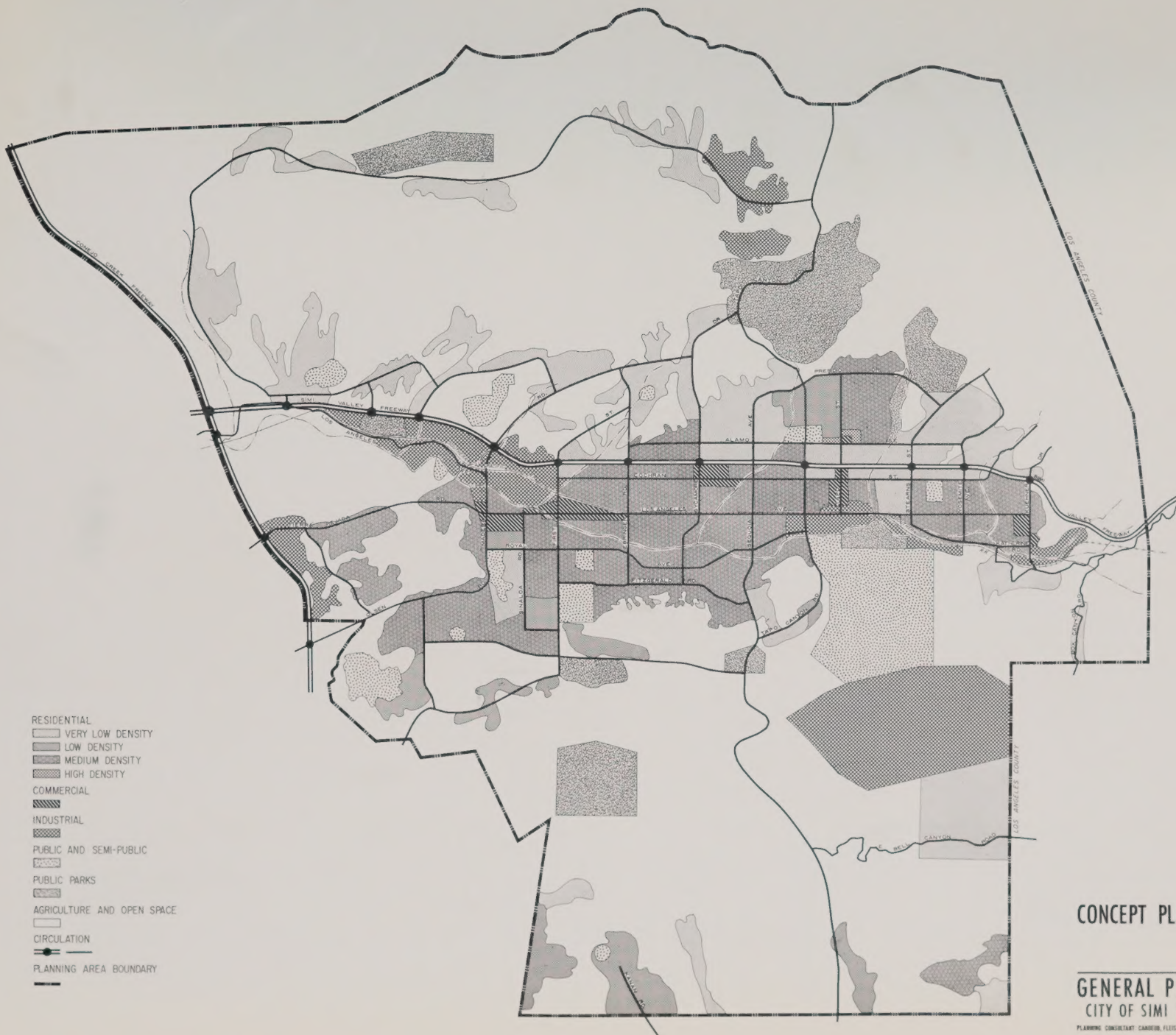
Areas indicated on the Concept Plan for industrial use are those which are major prime sites with maximum potential for development.

d. Public Facilities

The most exciting aspect of the Concept Plan is the promotion of Simi Valley as a recreational community with very large public and private open spaces and major recreation facilities. It is proposed that every effort be exerted to have developers put into open space (either developed or in its natural state) as large a percentage of their property holding as possible.

In addition, the Concept Plan proposes that the current practice of providing park and recreation space in each neighborhood in conjunction with the elementary school be continued, that the plan





- RESIDENTIAL
- VERY LOW DENSITY
 - LOW DENSITY
 - MEDIUM DENSITY
 - HIGH DENSITY
- COMMERCIAL
- INDUSTRIAL
- PUBLIC AND SEMI-PUBLIC
- PUBLIC PARKS
- AGRICULTURE AND OPEN SPACE
- CIRCULATION
- PLANNING AREA BOUNDARY

CONCEPT PLAN

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to provide community-level park and recreation facilities be implemented and further strengthened, and that the County's regional park proposals be adopted, supported, and brought to fruition. These plans include water recreation facilities, a type of facility which should also be encouraged in private development on the Valley floor and in the hills.

Further, it is proposed that Arroyo Simi and the other watercourses be preserved and developed for joint recreation and drainage uses, including the acquisition and development of recreational "clearings" in strategic locations.

Every effort should be made to provide pedestrian, equestrian and bicycle trails along the watercourses, to connect major recreational facilities, and to provide access to the undeveloped hills.

The Civic Center is expected to contain a wide range of community-wide facilities, including administrative facilities of various levels of government and of public and semi-public agencies, safety and health buildings, educational buildings, including a library, art center, and museum, as well as other cultural facilities, such as a Civic Auditorium, theater, and arena.

e. Circulation Elements

The Concept Plan takes cognizance of the existing freeway and arterial system, and supplements the same to provide north-south connections to the region and to complete the network to serve the total community. In addition, the Concept Plan proposes the location of a rapid transit station and transportation terminal. It is expected that this terminal will serve intercity and local bus lines and taxis at first, and will later be tied into the rail or other mass rapid transit when it becomes available.

3. URBAN DESIGN

In order to attain the Development Goals and Objectives enunciated, it is necessary also to develop a public policy to define desired design

objectives, outline policies to guide both public and private development toward these objectives, and to enunciate a hierarchy of design priorities to resolve inherent conflicts. The Urban Design Plan is intended to accomplish this purpose.

The Urban Design Plan is concerned with area-wide elements which are perceived by the traveler through the community and the resident as he moves from one part of the community to another. The order of proposals indicates generally declining priorities.

a. Urban Design Elements

The Urban Design Plan addresses itself to fulfilling human needs related to the visual and aesthetic impact of the environment on people in the community. These needs include the ability to comprehend the form of the community as a whole, to create an image of the community in one's mind, to understand one's specific location within the community and have sufficient orientation to move about it, and to be able to enjoy special visual features which may be present.

The analysis of the Urban Design elements and Plan proposals derived therefrom are therefore organized under the following headings:

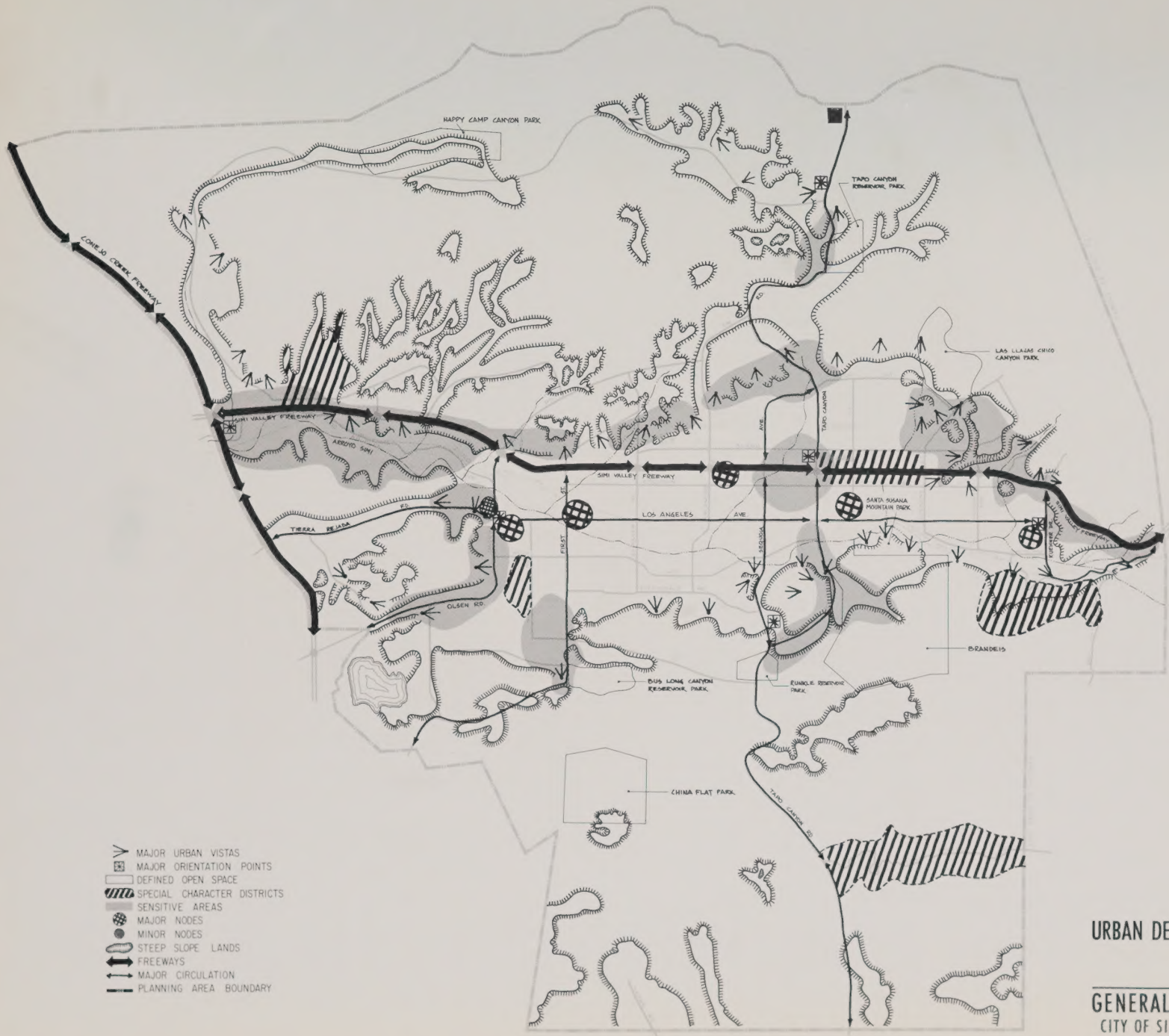
- Visual Appearance and Image
- Community Pattern and Orientation
- Enjoyment of Special Features

(1) Visual Appearance and Image

(a) Objective.

A well-designed community creates in the viewer's mind a composite image which is a synthesis of his views and experiences as he travels through the community. In the case of Simi Valley, this image is dominated by the major natural features, including the steep surrounding hills, the long flat valley, Arroyo Simi, and such man-made features as the freeway, major arterials, railroad tracks and structures.

The desired image for Simi Valley should reflect the goals of the community as agreed upon by the



- MAJOR URBAN VISTAS
- MAJOR ORIENTATION POINTS
- DEFINED OPEN SPACE
- SPECIAL CHARACTER DISTRICTS
- SENSITIVE AREAS
- MAJOR NODES
- MINOR NODES
- STEEP SLOPE LANDS
- FREWAYS
- MAJOR CIRCULATION
- PLANNING AREA BOUNDARY

URBAN DESIGN PLAN



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General Plan Work Group. It should reflect the environment to be brought about by the General Plan and its implementation. The Image would be one of a suburban valley, with moderate density development, largely oriented towards residential uses and recreational facilities. Commercial and industrial and other facilities would be merely a subordinate adjunct in well-defined areas designed to blend with the residential development.

The Image would be dominated by the surrounding hills, would include much greenery and landscaping, well-defined and used permanent open spaces and recreational areas, well-ordered residential development geared to the small scale of single family development, and several contrasting nodes of major activity in which items of community interest provide excitement, stimulation and relief from the relaxed pace of the remainder of the valley.

(b) Conditions and Issues.

The Image of the community has changed in historical perspective: what was once an agricultural green valley with small clusters of development at Moorpark, Simi, Santa Susana, and Susana Knolls has now changed to an urban valley with large-scale homogeneously and somewhat monotonously developed areas of lower and medium priced homes. The current Image is a fuzzy one, in that the inherently residential characteristic of the valley is counteracted by the superimposition of the awareness of disorganized commercial development along the major arterials, the incomplete linear feature of the Simi Valley Freeway, and the intermixture of vacant land, agriculture, and development.

A more detailed analysis of the components of Image is presented in the Plan map.

(i) Edges: Edges are linear breaks in continuity between two kinds of natural areas. In Simi Valley, the major edges are basically the steep hills surrounding the Valley, and the minor edges include the watercourses, lakes, and the railroad

tracks. These edges serve to define the valley, assist in orientation, and are ever present. The major and minor edges are threatened by major scouring of hillsides, grading of steep-slope areas, or elimination of the major watercourses through covering.

(ii) Paths: Paths are observable channels along which an observer moves through the community and features related to his movement. Paths may be streets, walkways, alleys, railroads, or other linear features. In Simi Valley, the major paths are the freeways, including their ramps and bridges. Minor paths are heavily travelled major arterials which offer a variety of visual experiences, in contrast with those which lead through uniformly residential areas.

While paths are of major importance in the valley due to its narrow and long form, they are presently abused and incomplete. The Simi Valley Freeway stops short of traversing the valley, and only when it joins the Conejo Creek Freeway will the major path be completed. In addition, the featureless terrain and development along the freeway between First Street and Stow Avenue makes it an uninteresting path, one in which miles of undifferentiated travel must be suffered. There is strong need for some major points of interest (such as proposed in the Regional shopping facilities and Community Parks) to enhance this path. The lack of major crossings with north-south paths (to be developed in the future) aggravates the freeway experience.

On the minor paths there are a number of points of confusion. At the juncture of Olson Road, Tierra Rejada and Los Angeles a major joining of paths is not recognized presently by adjoining development. There is no real indication as to where the entrance to the community really lies.

Undifferentiated strip commercial development creates confusion along stretches of Los Angeles Avenue, and in fact fosters the impression that much of the community is devoted to commercial interests.

(iii) Districts: Districts are sub-areas of the City which have common characteristics and are different from other areas.

Major and minor districts with special characteristics even now exist in the community. These characteristics vary from a special kind of large-lot development in which agricultural and residential uses are united, to somewhat Bohemian hillside developments such as Santa Susana and Box Canyon, large lot and estate type development in the Sinaloa area, and other interesting and desirable areas which are present and should be maintained and reinforced.

Other types of districts contain certain problems such as an unhappy combination of residential, commercial and airport uses near the Santa Susana Airport, and mixed use areas along Los Angeles Avenue.

(iv) Nodes: Nodes are centers of activity or strategic points which form hubs of greater activity.

In Simi Valley, present major nodes consist of the commercial facilities at Larwin Square and Tapo Street and the Moorpark College complex. A minor node is represented by the K-Mart and related activities.

The existing major nodes are single-purpose activity centers, and fall short of the desired visual excitement often provided by nodes with more varied activities. To fulfill the function of "nodes" they should contain not only commercial but also high density residential, recreation and other public uses.

(v) Gateways: Of major concern are the Gateways to the community which largely determine the first impression gained. One of the gateways to the valley has recently been threatened through proposed overly large-scale development of uniform appearance (huge mobile home parks). Others lack any recognition of their importance as entrances to the community.

(2) Community Pattern and Orientation

(a) Objective

In a well designed community it is easy to understand the community's form, to find one's way about it, and thus to adapt to the urban environment. The major structures of circulation, presence of major nodes, and the location of districts should thus be relatively simple and easy to comprehend.

(b) Conditions and Issues

(i) Paths: The present scattered development in the Valley does not attain the objective. While the linear paths of the freeway and Los Angeles Avenue (supported by Alamo and Cochran) are relatively easy to comprehend, their segments are not articulated and it is difficult to orient oneself along the length of the valley.

(ii) Nodes and Orientation Points: Points of orientation and landmarks are necessary to break the great length of the valley into comprehensible parts. Existing nodes are too small and too far removed from the major paths to perform this function.

No prominent structures of landmark character exist.

(3) Enjoyment of Specific Features

(a) Objectives

Special features relating to visual experience are Vistas from the surrounding hills, views of orientation points, access to and movement through open and recreation spaces, watercourses and groupings of major buildings and urban nodes.

Special features should be preserved, made readily accessible, and should be enhanced by landscaping, displays and other improvements.

(b) Conditions and Issues

(i) Vistas: Vistas are views, often confined to some extent on the sides, which have a defined foreground and background.

At present vista points are not accessible, and where development reaches higher ground no protection is afforded to public views.

(ii) Water, Open and Recreation Space: The only lakes in the valley are privately owned and are closed to public access.

Existing open space is threatened by development, while public sites lack visual interconnections such as recreation trails.

b. Urban Design Proposals

(1) Visual Appearance and Image

The desired positive Image should be promoted through the following policies:

(a) Edges

It is proposed that the visual impact of the hills be retained and enhanced by ensuring that the major edges are not diffused through hillside scouring, major grading, or the location of tall structures in the foothills. Further, the visibility of the hills from major nodes, orientation points, paths, and community facilities should be maintained through control of peripheral vegetation.

Arroyo Simi and its tributary watercourses should be emphasized through maximum widening of the watercourses by the addition of open space, trails, and landscaped areas. Widening and access to the watercourses should also be provided where they cross major arterials or abut major community facility sites.

The provision of additional lakes should receive high priority, and their visual impact should be increased by creating open space around the lakes proper and by providing major and well-defined access to these areas.

The impact of the railroad right-of-way as an edge should be reduced, partly by buffer-landscaping and partly through the establishment of a bicycle trail along its outer edge, where feasible.

(b) Paths

Completion of the basic circulation system for the valley will eliminate many weaknesses and points of confusion which now exist. With the completion of Simi Valley Freeway to the Conejo Creek Freeway, this path will gain in importance. With establishment of the North-South paths along Tapo Canyon Road, Sycamore, the completion of First Street and continuation of Madera to the interchange, the freeway path will become segmented into identifiable portions. This segmentation into identifiable parts will be enhanced further with the establishment of major activity nodes at Kuehner Drive, the Civic Center, the District Commercial Center at Sycamore, the Regional Center at Madera, and full development of the College View neighborhood. Finally, the orientation points discussed below should render additional interest and identification to the freeway path.

The minor paths (with the exception of Tapo Canyon Road) will provide a varied visual experience, muted by the inward-oriented character of adjoining residential development. On Tapo Canyon Road, the visual appearance will approximate that of the freeway path more closely. Since all development is expected to back onto this arterial, heavy landscaping is proposed, and access from other streets will be limited. The appearance of Los Angeles Avenue will be improved through clustering of commercial strips, control and redesign of signing and access, and the provision of coordinated landscaping.

(c) Districts

The special character Districts of Box Canyon, Susana Knolls, Kadota Figs, Sinaloa, and Bell Canyon will be augmented by the addition of special character Districts in the College View area and by conscious differentiation of neighborhoods by architecture, type of construction, and possibly materials, colors and textures.

(d) Nodes

Major activity nodes will be provided through the combination of commercial facilities, multiple

family clusters and public uses in a few concentrated locations distributed throughout the valley and clearly visible from the paths. These nodes are the District Commercial Complex and related facilities at Los Angeles and Kuehner; the Tapo Commercial District; the Civic Center at Tapo Canyon-Alamo; the District Commercial Facility at Sycamore-Cochran; the Larwin Square complex; the Madera Road Regional Commercial complex and Moorpark College.

Activity in the nodes should receive expression also in architectural design of these structures and their disposition, reflecting the great number of visitors, density of residences, and community and regional significance of these areas.

(e) Gateways

At the gateways to the community, views seen from the entrance paths tend to form a lasting first impression affecting the image of the community and the visual experience along the path of travel. The foreground view from the paths thus becomes a sensitive area in which special attention should be paid to the quality of development and construction. Similar sensitive areas occur also where nearby steep hills dominate the view from the path of travel, and where the raised freeway is crossed by Tapo Canyon Road. These areas also have been designated as sensitive areas.

In sensitive areas, all major development should be reviewed by the Urban Design panel.

(2) Community Pattern and Orientation

When full development occurs, the land use pattern and its supporting circulation will follow the Concept Plan in that the steep slope areas in the hills will be undeveloped, and the valley will be urbanized in a density pattern which will decrease from the activity nodes to the outlying areas and into the canyons. This density pattern, interrupted only by the industrial districts, is relatively simple and can be comprehended readily. The basic circulation system, once articulated and identified as discussed previously

and below, is also simple and facilitates instinctive orientation.

(a) Paths

Basic north-south paths consist of Tapo Canyon Road, a parallel segment provided by Sequoia, First Street, and Madera-Olson. The basic east-west paths consist of Los Angeles Avenue and Tierra Rejada Road.

Distinctive lighting, landscaping, and signing can serve readily to identify the major paths and to enhance their visual appearance.

The freeway paths, once completed, are superimposed on the minor paths for longer distance movement, and require only landscaping for enhancement.

(b) Orientation Points

The provision of tall structures with landmark characteristics is proposed in a number of strategic locations to serve as reference and orientation points from the valley. The points chosen represent mainly the entrances to the valley. Locations of the orientation points are Kuehner and Los Angeles; Sycamore at the Freeway; Tapo Canyon Road north of Tripas Canyon; and again at the southerly junction with Sequoia; Los Angeles at Madera; and at the interchange of the two freeways.

A special effort should be made to provide sufficient open space near major orientation points so that they can not only be perceived from a distance as travel occurs along the paths or from the hills, but so that they may also be examined from nearby plazas and open spaces.

Since by their very nature these landmark structures must be tall and highly visible, special attention should be paid to their harmonious integration with surrounding uses and structures.

(3) Enjoyment of Specific Features

(a) Vistas

Major viewpoints exist along the major edges

ringing the valley. Enjoyment of the vistas should be enhanced by providing overlooks and resting places for both automobiles and pedestrians in appropriate locations, complete with maps and salient information about the valley and views. The Design Plan indicates the location of major vistas where access is anticipated either through recreational trails or from major arterials. In addition, vista points are indicated in critical locations such as the Santa Susana Mountain Park, where specific access is unknown but public ownership is expected.

Views from vista points and from the hillside areas should be preserved through the judicious control of heights of buildings, and new vista points should be created in the proposed major nodes through the provision of some high-rise elements in these activity centers.

(b) Water

Existing and future watercourses and lakes, discussed previously, should provide also vantage points from which most of the water and adjoining lands can be seen, so that the recreational activities will serve to enhance the visual experience. In view of the scarcity of this type of facility, the creation of new water as recreation facilities should be encouraged.

(c) Defined Open and Recreation Space

Public facility sites, including recreation sites and schools, provide an opportunity for the view of large landscaped open areas. The steep slope areas and circumferential hills provide contrasting permanent open space with a minimum of landscaping and greenery. Both types of space provide the feeling of uncrowded open space and thereby enhance the community's image of low and moderate suburban development. Permanent retention of these spaces, possibly as part of a larger regional arrangement such as the Santa Susana Mountain Park, is a basic proposal of the Urban Design Plan.

(4) Architectural Character

Though design of individual structures is a matter for private concern, the overall cumulative effect

of private development provides a major impact on the community.

Accordingly, it is proposed that an Urban Design Panel be established to review all proposed major development such as nonresidential structures, residential planned development, and all public improvements. The Urban Design Panel should provide recommendations to the Planning Commission relative to land subdivision, the type, height, bulk, color and texture of structures, proposed landscaping, and their major impact on adjoining uses and the community as a whole.

Use of an Urban Design Panel and the design professions should eliminate most flagrant violations of good taste, and should bring a unifying though varied character to the development of the community. Variety in districts should be encouraged, and structural types should be varied in height, building materials and colors. However, a fine line must be drawn between variety and chaos, designed similarity and monotony. As a rule the development of very large areas in uniform modules (such as might be found in model homes or factory built housing) should be avoided, though smaller areas of uniformity provide welcome relief from multiplicity of styles and structures.

It is proposed that generally structures throughout the valley be limited in height to not more than three or four stories, with the exception of major high-rise structures in the nodes and other orientation points. In these areas, height should be encouraged but must be related to surrounding uses and structures.

In keeping with the climate and the character of the valley, light and earthen colors should be encouraged with bright accent colors limited to small areas and minor design elements. Again, color and texture of major construction should be reviewed by the Urban Design Panel.

4. LAND USE PLAN

a. Neighborhood Structure

The General Plan is based on a neighborhood development scheme in which the neighborhood is based on walk-in attendance at an elementary school, and is provided with basic supporting facilities such as a neighborhood park and playground, a cluster of high-density residential uses, and a balanced mix of residential types of accommodations.

This neighborhood structure is carried through all of the residential areas, both those in the valley itself and also in the outlying areas.

b. Residential Areas

(1) Single Family

The General Plan defines 56 residential neighborhoods and 3 partial neighborhoods. Each of these neighborhoods is centered upon an elementary school (grades K through 6) with between 700 and 800 students on a 10-acre site. An attempt was made to define the school attendance area on a walk-in basis, without requiring elementary students to cross major arterials. In practice it was found that a number of compromises had to be made. In some instances neighborhood boundaries set by physical barriers, existing development, and other conditions made it impossible to provide student support for the elementary school without major arterial crossings. A detailed discussion of the schools is provided in the Community Facilities Plan.

Wherever possible, neighborhood parks were provided in each neighborhood adjacent to the elementary school site. Further, each neighborhood or combination of neighborhoods is provided with a Convenience Commercial facility (a small cluster of commercial uses on a site approximately 6 acres) and with a cluster of higher density residential uses, basically multiple family units.

Densities in the neighborhoods vary. In neighborhoods which are largely developed, most

vacant land devoted to single family uses was designated for densities equivalent to those on the adjacent developed lands. Where only a small portion of the neighborhood was developed, or where none of the neighborhood had yet been built up, single family residential densities were set in accordance with the Concept Plan; 3.7 units per gross residential acre on the valley floor, 3.2 units per gross residential acre in the outlying areas, and 2.6 units per gross residential acre on developable lands with a slope of 10%-20% and in the outlying canyon areas.

The General Plan proposals in total provide for 38,400 single family housing units on the valley floor and 7,200 units in the remainder of the Planning Area, accommodating 152,500 and 28,800 persons respectively.

Pursuant to the principles and policies agreed upon, an attempt will be made in the future administration of the General Plan to encourage variety in the types of dwelling units provided. It is intended that not only single family detached housing (a home on a lot with side yards, front yards and rear yards) be provided, but that cluster-housing would result in a pooling of open space in certain areas, and semi-detached and town houses could be utilized as part of the neighborhood designs. Further, developers would be encouraged to provide an interesting variety of housing styles with different heights, materials, and exterior treatment.

Finally, in certain strategic locations (generally subject to approval of the majority of the neighborhood residents) drastically reduced densities and requirements for large lots could be used to maintain or develop unique neighborhood characteristics. Under the proposed Equestrian Ordinance, for instance, several portions of the community are earmarked for large-lot development which would permit the keeping of horses and ancillary structures.

Equestrian trails will be developed to accommodate the special needs of these neighborhoods. In others, large lot sizes in excess

of those envisioned by the General Plan might be maintained to further enhance the open space quality of the neighborhoods.

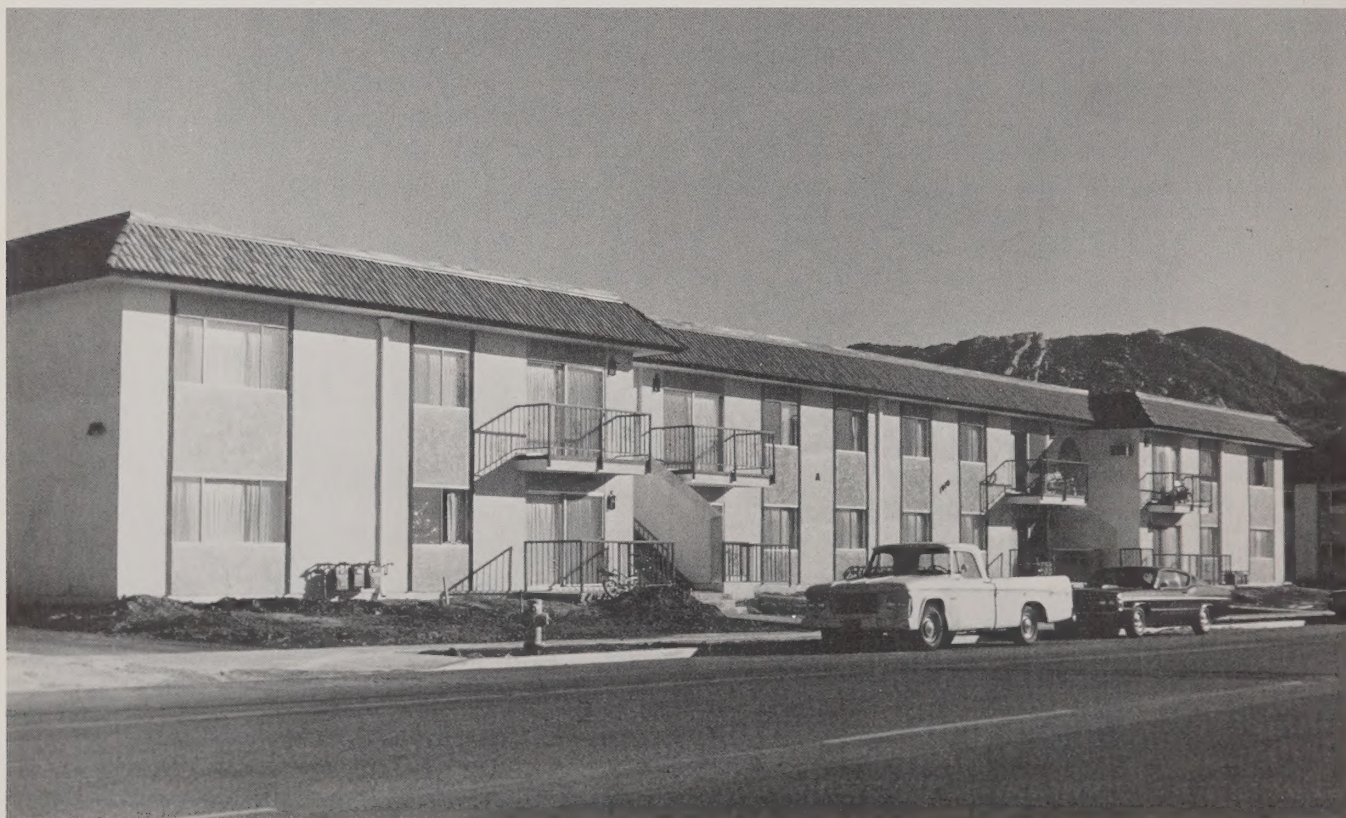
(2) Multiple Family

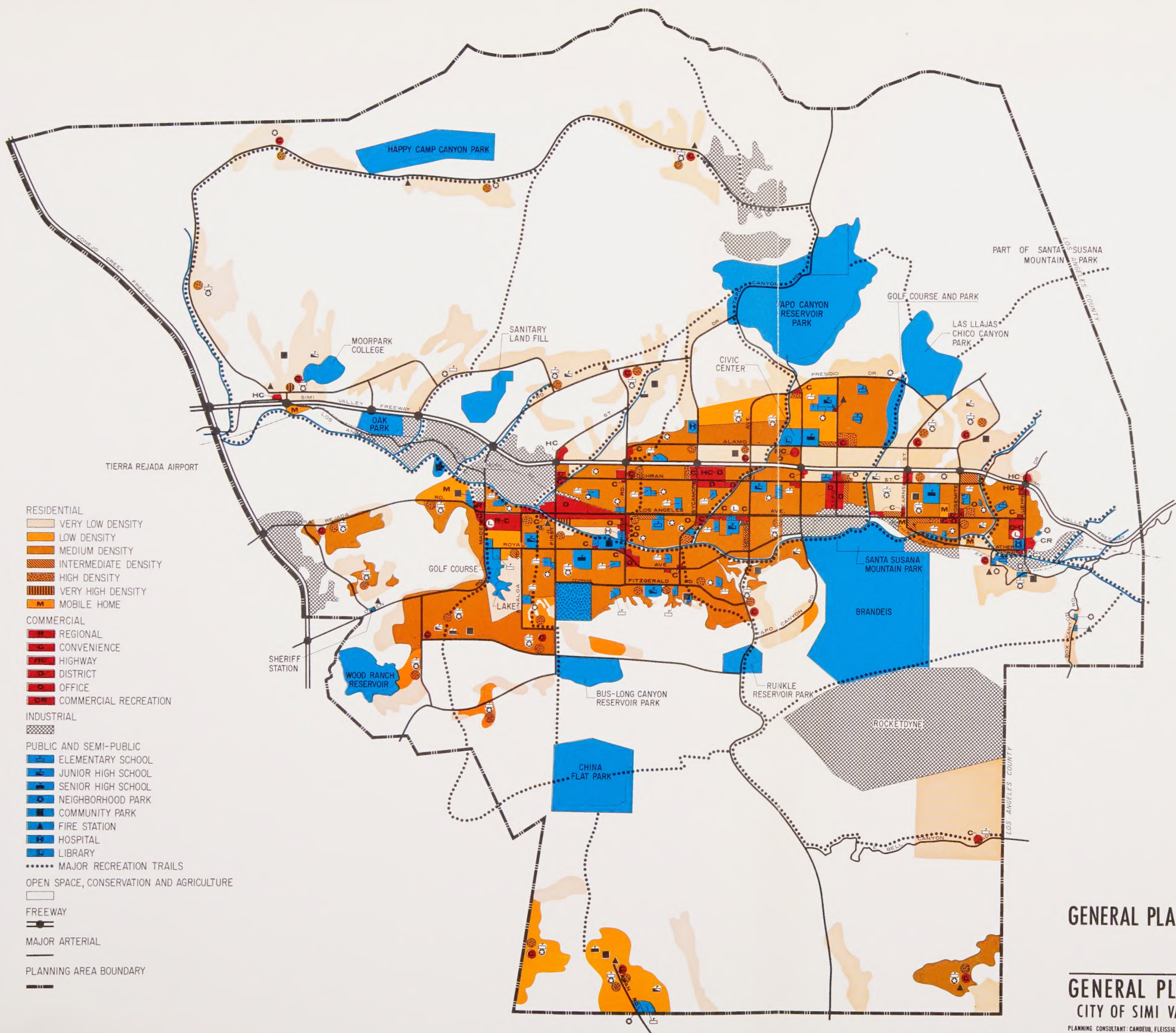
In order to provide a choice of housing accommodations for the community's residents, the General Plan proposes that whenever possible most neighborhoods should contain a multiple family housing cluster. As a rule this cluster should be provided near the elementary school and the Convenience Commercial facility, and should contain approximately 10 acres at a density of 12.8 housing units per gross acre. In some instances, where a neighborhood does not yet exist and is designed as a unit, it may be possible to provide the multiple family units not in a cluster but interspersed with single family housing. It is expected that this type of design, while possible, will be the exception rather than the rule.

Finally, additional multiple family clusters are outlined near major activity centers such as the Regional and District Commercial Centers. In these instances, somewhat larger clusters are provided (approximately 15 to 20 acres at 17 units per gross acre).

The General Plan proposals provide for a total of approximately 6,300 multiple family units in 31 clusters on the valley floor, and an additional 1,100 units in the remainder of the Planning Area, accommodating 15,800 and 2,800 persons respectively.

In summary, the Land Use proposals include the provision of 7,400 multiple family units, with small clusters in most neighborhoods, and with larger and more densely developed clusters near activity centers such as the Regional and District Commercial Centers.





- RESIDENTIAL
- VERY LOW DENSITY
 - LOW DENSITY
 - MEDIUM DENSITY
 - INTERMEDIATE DENSITY
 - HIGH DENSITY
 - VERY HIGH DENSITY
 - MOBILE HOME
- COMMERCIAL
- REGIONAL
 - CONVENIENCE
 - HIGHWAY
 - DISTRICT
 - OFFICE
 - COMMERCIAL RECREATION
- INDUSTRIAL
- PUBLIC AND SEMI-PUBLIC
- ELEMENTARY SCHOOL
 - JUNIOR HIGH SCHOOL
 - SENIOR HIGH SCHOOL
 - NEIGHBORHOOD PARK
 - COMMUNITY PARK
 - FIRE STATION
 - HOSPITAL
 - LIBRARY
- MAJOR RECREATION TRAILS
- OPEN SPACE, CONSERVATION AND AGRICULTURE
- FREEWAY
- MAJOR ARTERIAL
- PLANNING AREA BOUNDARY

GENERAL PLAN

GENERAL PLAN PROGRAM CITY OF SIMI VALLEY, CALIFORNIA

PLANNING CONSULTANT: CANDEUB, FLEISSIG AND ASSOCIATES

1972

Summary of Densities and Conversion Table

The General Plan proposes the following density scheme:

1. In neighborhoods which are largely developed and on smaller land holdings which are surrounded by residential development, future residential development (except for the special high-density multiple family clusters shown) is expected to take place at the same densities prevailing in the neighborhoods and surrounding properties.
2. In neighborhoods which are undeveloped, only partly developed, or on larger land holdings within partially developed neighborhoods, residential development is expected to take place in accordance with the density designations shown on the General

Plan. In each case, all development on each land holding will be expected to fall within the density range, and for each proposed development the density "target" figure is expected to represent an average density of the proposed development. Thus, except for very unusual configurations of property and very unusual cases, the application of the "target" or weighted average density figure to the acreage to be put in residential use will result in the total number of housing units expected on the land holdings. It is thus not intended that the first developer be permitted to develop on the basis of higher density, relying on other developers to provide a lower density component so that the "target" density figure will be reached for the whole neighborhood.

Density Category	Sq. Ft. of "Lot", or Land Per Housing Unit, Not Including Streets		Range of HU/Net Acre, Not Incl. Streets	Weighted Average (Target) Density Net	Estimated Total Land In Streets	Range HU/Gross Acre Including Streets	Weighted Average (Target) Density Gross
	Range	Weighted Average Density					
Very Low	12,500+	14,500	0.0-3.5	3.0	15%	0.0-3.0	2.6
Low	12,499-9,600	10,900	3.6-4.6	4.0	20%	3.1-3.6	3.2
Medium	9,599-6,500	8,900	4.7-6.7	4.9	25%	3.7-5.0	3.7
Intermediate	6,499-4,300	5,100	6.8-10.1	8.5	25%	5.1-7.7	6.4
High	4,299-2,500	2,900	10.2-17.4	15.0	10%	7.8-15.6	13.5
Very High	2,499-	2,200	17.5+	20.0	10%	15.7+	18.0

(3) Mobile Homes

Special consideration has been given to the proposed location and character of mobile home development. While basic characteristics of mobile home parks are similar to those of apartments, in that land and maintenance is under one ownership and families are usually small and generate no more students than apartments, densities approximate those of town house development in that they may range up to 6 to 8 units per gross acre.

While it is possible to develop mobile home parks which will be architecturally treated, interesting, and varied much in the manner of single family development, most of the mobile home parks presently developed do not appear esthetically pleasing since they provide for monotonous disposition of nearly identical housing units. In order to reduce the esthetic impact of mobile home development, this type of use should therefore be limited in size (to not more than 500 spaces each), should be spaced well apart (so that no 500 unit aggregation will be closer than $\frac{1}{2}$ to 2 miles to other similar aggregations) and should be kept away from certain strategic locations, such as gateways to the community, and foregrounds of major vistas.

(4) Factory Built Housing

During the coming years there will be an increase in factory production of housing, and it must be expected that larger developers will construct whole neighborhoods or major parts thereof at one time. Special care must therefore be taken to avoid monotony in the appearance of factory-produced housing. The General Plan proposals include the assumption that factory built housing, subject to the usual controls and assurances of quality and appearance, will be permitted in all of the neighborhoods.

(5) Special Problem Areas

In a number of areas special problems exist to which no full resolution has been found. It is proposed that General Plan application be sufficiently flexible in these areas so that

solutions may be developed in coming years and be built into the Plan. Special problem areas include the following:

(a) Freeway and Railroad Impact Areas

In areas adjacent to the Simi Valley Freeway noise, dust, fumes, and debris generated by freeway traffic and noise generated by railroad traffic have an undesirable effect upon residential uses. The Land Use proposals have generally been framed with a view towards reducing residential usage of the freeway and railroad frontage. However, in view of the market and the desired mix of uses, it is impossible to designate all lands still vacant along the freeway and railroad for nonresidential uses. While it has been argued that multiple family residential units near the freeway would suffer less from freeway impact since the concentration of many units on smaller parcels of land could aggregate more funds for design and sound insulation, it should be recognized that this is only a partial solution of the problem. By placing more families along the linear expanse of the freeway, more total families will therefore be exposed to the freeway impact. Every effort shall be made so that the total number of families exposed and the freeway impact upon them could be lessened.

It should be noted that even after designation of the still vacant lands in the proximity of the freeway for nonresidential uses to the greatest extent feasible, it would still take more than 5,600 multiple family units to fill the remaining vacant land.

In interpreting land use designations, every effort should be made to utilize innovative planning and design of Planned Unit Development, and to maximize nonresidential uses along the Freeway within the framework of the General Plan proposals.

(b) Large Lot Development

In a number of areas (adjoining Royal Avenue, in the Patricia Street area, in the Kadota Figs area, and near Katherine School) many families have settled on very large lots in order to be able to

enjoy the keeping and use of horses. Subject to the agreement of the majority of neighborhood residents, it is proposed that the character of these areas be retained, so that residents can enjoy this type of life style as well. An equestrian ordinance to this effect is proposed, and the General Plan has indicated this type of use.

(c) Isolated Areas

In a number of locations, small isolated areas exist which could not be furnished with the amenities of neighborhoods, and yet are suitable for development and for residential uses. These areas have been annexed to certain viable neighborhoods; a continuing effort should be made to provide at least a minimal amenities such as a small park and a small Convenience commercial facility for each of these areas, though multiple family clusters would not be appropriate since they would increase the number of families in these areas without corresponding availability of the facilities required.

c. Housing Element

(1) Introduction

The purpose of this Housing Element is to appraise major obstacles to the provision of sound housing for current and near-future residents of Simi Valley. The Housing Element is specifically oriented towards fulfilling the requirements of State and Federal law, within the framework of the General Plan for Simi Valley.

State law requires that the General Plan contain a Housing Element "to provide standards and plans for the improvement of housing and the provision of adequate sites for housing." The law requires further that the housing element must "endeavour to make adequate provision for housing needs of all economic segments of the community."

Federal law requires that a Housing Element be adopted as part of the General Plan before a community can meet the planning requirements of most Federally assisted programs, and specifically the programs administered by the

Department of Housing and Urban Development. Federal requirements include an annual review of the program and measurement of progress towards its achievement.

In order to conform with the State and Federal requirements, this Housing Element contains the following sections:

- Statement of Housing Goals
- Statement of Major Housing-related Problems
- Statement of Obstacles to the Improvement of the Housing Situation
- Statement of Housing Objectives
- Statement of Planning Activities
- Summary of 3-Year Program
- Statement on Citizens Participation, Government Coordination, and Updating

Since the Housing Element is oriented towards initiation of specific action within the purview of the legislative body adopting the General Plan--the Council of the City of Simi Valley--background data, analysis of problems, and recommended actions are largely expressed in terms of the present City limits. Further, both projections and remedial actions proposed are expressed in terms of near-future activities and are geared to the year 1975.

The Housing Element of the General Plan for Ventura County (published in April, 1970) was utilized as a general framework, and projections contained therein were detailed for the City of Simi Valley by means of the 1970 Census data for Population and Housing.

(2) Background Information

(a) Government Organization

The City of Simi Valley was created by Act of Incorporation on October 10, 1969. At the time of incorporation, the City had a population of approximately 55,000 persons.

The City is governed by a Council consisting of a Mayor, Mayor pro-tem and three Councilmen. Planning functions, including planning for

Simi Valley General Plan Program

Table 1

Ventura County Planning Areas Past Population Growth, 1960 - 1970

Planning Area	1960 Pop.	% of County	1965 Pop.	% of County	% Increase	1970 Pop.	% of County	% Increase
Simi	8,110	4.1	43,016	13.1	430.4	63,650	16.4	48.0
Moorpark	4,013	2.0	4,950	1.5	23.3	5,160	1.3	4.2
Camarillo	17,270	8.7	26,423	8.0	53.0	31,080	8.0	17.6
Conejo-Coastal	9,941	4.9	34,436	10.5	246.4	54,530	14.0	58.4
Fillmore-Piru	8,755	4.4	9,586	2.9	9.5	10,670	2.7	11.3
Los Padres	309	0.2	334	0.1	8.1	330	0.1	-
Ojai	15,288	7.7	19,435	5.9	27.1	22,950	5.9	18.1
Oxnard-Port Hueneme	72,277	36.3	107,674	32.7	49.0	110,200	28.3	0.2
Santa Paula	16,905	8.5	19,824	6.0	17.3	20,440	5.3	3.1
Ventura	46,270	23.2	63,798	19.3	37.9	70,250	18.0	10.4
TOTAL COUNTY	199,138	100.0	329,476	100.0	65.4	389,260	100.0	18.1

Source: U.S. Census of Population, 1970, Ventura County Planning Department, Candeub, Fleissig and Associates.

housing, are performed by the City's Department of Environmental Affairs, while structural quality is controlled by the Ventura County Department of Public Works under contract with the City.

(b) Demographic Profile

(i) Population Data: Since the City of Simi Valley was incorporated only in October, 1969, no comparison of the 1970 census data with earlier census is possible. The best available comparisons are shown in attached Table 1, which shows comparative growth of Planning Areas within the County. The Simi Planning Area, as shown on this table, includes population in Box Canyon, Santa Susana Knolls, and a small number of residential subdivisions outside the City limits of Simi Valley.

It is estimated that in the year 1960 there were approximately 8,000 persons occupying 2,800 households present within what are now the municipal limits of the City of Simi Valley, as shown in Table 2. The U.S. Bureau of the Census shows a 1970 population of 59,832 persons living in 14,347 households in the same area. This population growth represents a growth rate of more than 600% over the decade or, conversely, more than 85% of the persons now living within the City were not present in the area 10 years ago.

Simi Valley General Plan Program

Table 2

Simi Valley Population Data, 1960 - 1970

Year	City of Simi Valley	
	Persons	Households
1960*	8,000	2,800
1970	59,832	14,347

*Simi and Santa Susana unincorporated areas.

Source: U.S. Census of Population 1960, 1970
California State Department of Finance, Special
Census, 1969
Ventura County Planning Department
Candeub, Fleissig and Associates

It follows that more than 80% of the housing units are less than 10 years old and, since they were built under the building and housing codes enforced by Ventura County in recent years, are of sound original construction. Only a small percentage of these relatively new units have deteriorated.

(ii) Population Projections: Population projections for development in Simi Valley are based upon an apportionment of larger-area projections for Ventura County as a whole, and the Ventura County statistical areas. Charts I and II show population projections for Planning Areas in Ventura County. For purposes of comparison with the General Plan proposals, 1970 population as shown by the U.S. Census is 63,650 persons within the Simi Planning Area, while only a population of approximately 100 persons is attributable to Simi Valley from the Moorpark Planning Area. For the year 1975, comparable figures would be 86,500 from the Simi Planning Area and approximately 3,000 persons from the Moorpark Planning Area. Household projections should be adjusted in direct proportional relationships.

Within the City limits, it is estimated that the 1970 population of 59,832 would increase to approximately 85,000 by the year 1975.

Ultimate population projections for Simi Valley are dependent upon the land use pattern in the General Plan. Based upon this land use pattern, it is expected that a population of 125,000 persons can be expected in Simi Valley by 1985, with additional development to take place later until the ultimate holding capacity of the valley is reached.

(iii) Population Density: Existing densities in Simi Valley represent largely single family detached housing, since only a very small number of multiple family units or town houses exist. Subdivision lots recorded as of April, 1970 (based upon data of the Ventura County Planning Department) show a weighted average density of

Chart I

Population Projections

Planning Area	1970	1971	1972	1973	1974	1975	Total Increase
Camarillo	36,570	38,090	39,620	41,150	42,670	44,000	7,630
Conejo-Coastal	52,050	55,240	58,430	61,620	64,810	68,000	15,950
Fillmore-Piru	9,700	10,360	11,020	11,680	12,340	13,000	3,300
Moorpark	4,800	5,640	6,480	7,320	8,160	9,000	4,200
Ojai	23,000	23,300	23,600	23,900	24,200	24,500	1,500
Oxnard-Port Hueneme	103,200	110,200	117,200	124,200	131,200	138,000	34,800
Santa Paula	20,200	21,040	21,880	22,720	23,560	24,500	4,300
Simi	60,000	65,300	70,600	75,900	81,200	86,500	26,500
Ventura	67,000	69,300	71,600	73,090	75,390	78,500	11,500
TOTALS	376,520	398,470	420,430	441,580	463,530	486,200	109,680

Source: Ventura County Planning Department, April, 1970.

Chart II

Household Projections

Planning Area	1970	1971	1972	1973	1974	1975	Total Increase
Camarillo	10,880	11,340	11,790	12,250	12,700	13,150	2,270
Conejo-Coastal	14,180	15,050	15,920	16,790	17,660	18,530	4,350
Fillmore-Piru	2,970	3,170	3,370	3,570	3,770	3,980	1,010
Moorpark	1,430	1,680	1,930	2,180	2,430	2,680	1,250
Ojai	8,460	8,560	8,680	8,790	8,900	9,000	540
Oxnard-Port Hueneme	30,000	32,030	34,070	36,100	38,140	40,120	10,120
Santa Paula	6,330	6,600	6,860	7,120	7,390	7,680	1,350
Simi	15,110	16,450	17,790	19,120	20,450	21,790	6,680
Ventura	22,560	23,330	24,110	24,610	25,380	26,430	3,870
TOTALS	111,920	118,210	124,520	130,530	136,820	143,360	31,440

Source: Ventura County Planning Department, April, 1970.

6.3 housing units per net residential acre for 16,395 lots in existence. This density equals 26.5 persons per net residential acre.

(iv) Household Data: The Housing Element of Ventura County shows that 280 housing units in the Simi Planning Area are deemed dilapidated and in need of replacement (1.8% of all housing units in the Planning Area), and that 235 of these occur within the City limits (1.5% of all housing units within the City limits). The criteria used to define structures as dilapidated included low valuation (below \$5,000) as well as poor structural condition as detailed in an Environmental Conditions Report of the County. This measurement appears to be somewhat on the high side. Even a combination of housing units lacking some plumbing facilities (often a measure of dilapidation) and low value according to the U.S. Census, results in only 105 housing units showing as dilapidated within the City limits. A survey conducted by Candeub, Fleissig and Associates in 1970 (based upon interior inspections only) showed an even lower incidence of dilapidated structures.

The 1970 Census of Housing showed a total of 14,777 households within the City of Simi Valley, of which 14,347 were occupied. The resulting vacancy ratio for the total year-round housing stock is 2.9%.

The 1970 Census also shows an average household size of 4.2 persons. Tenure data of the 1970 Census of Housing shows 1,671 housing units (12.3% of all occupied housing units) to be occupied by renters. The remainder are owner-occupied.

(v) Age Distribution: Census data shows that 27,240 persons in the City of Simi Valley are less than 18 years of age. This segment represents approximately 48%--an unusually high percentage of the total population. This high percentage results from the fact that mostly young people with children have been attracted to new housing constructed in Simi Valley, the preponderance of

single family homes and the near absence of multiple family housing.

Census figures show also that a total of 1,342 persons within the City limits were aged 65 years or older, representing 2.0% of the total population. This percentage is unusually low, and can be attributed to the same causes mentioned above. A review of the distribution of households headed by persons 65 years or older showed a wide distribution of this type of household throughout all of the Enumeration Districts and Census Tract Block Groups.

(vi) Minority Groups: The 1970 Census shows a total minority population of 728 persons (1.3% of the total population). The census does not differentiate Spanish surname persons of the Mexican-American community, who are counted as "white" and not as minority group members. On the other hand the census does enumerate 183 Negro persons (.3% of the total population). The Household Survey conducted by the State in 1969 indicated that 3.2% of the total population responded as Mexican-American.

The 4.5% minority group representation in the community is unusually low, and can be traced to the fact that many of the minorities cannot afford sales housing within the City of Simi Valley (which is concentrated in the \$20,000-\$35,000 range), or rental housing (which is concentrated in the \$60-\$150 rental range).

An analysis of the location of minority groups shows minority members present in all but three of the 38 Enumeration Districts or Block Groups in which housing units exist. This distribution would seem to indicate that racial discrimination in housing is not a factor in the City of Simi Valley.

(vii) Employment and Income: At the date of writing, census data relating to household income was not yet available. However, a special census conducted by the State of California Department of Finance in 1969 showed the income distribution in Table No. 3.

Simi Valley General Plan Program

Table 3

Comparative Family Income Distribution, 1969

Income	% of Households	
	Simi Valley	United States
Under \$5,000	6.3	25.1
\$5,000 - \$9,999	33.9	40.2
\$10,000 - \$14,999	44.2	22.5
\$15,000 and over	15.6	12.2
	100.0%	100.0%
Median Income	\$11,008	\$8,018

Source: Household Survey, Simi Valley, 1969
U.S. Bureau of the Census, 1968, etc.

A total of 127 families showed an income of less than \$3,000; 55 families an income of less than \$4,000; and 65 families an income of less than \$5,000. Thus, a total of 247 households showed an income of less than \$5,000 in 1969.

By definition, for purposes of Housing Programs, a low income family is one with an income which would qualify for subsidized housing under the regulations of a Housing Authority. Housing Authority income limits in Ventura County vary from a limit of \$3,400 per year for a one person family in Ventura (\$4,000 in Oxnard and \$5,000 in Santa Paula) to an annual income of \$6,200 for an 8 person family in Ventura (\$6,500 in Oxnard and \$7,500 in Santa Paula). In addition, a low income family typically does not have assets in excess of \$5,000.

A moderate income family is typically one which has an income of up to 135% of a low income family.

The State Department of Finance survey also indicated that approximately 80% of the residents of Simi Valley work outside the valley and thus must commute to work. More than 70% of the labor force commutes to Los Angeles and the San Fernando Valley.

(3) Housing Goals

The Development Goals and Objectives of the General Plan for Simi Valley, adopted by the General Plan Work Group on October 22, 1970, include the following Development Goals relative to Housing:

— "It is a goal of the City of Simi Valley to provide a balanced community accommodating and serving residents and transients of all races, ethnic origins, creeds, age groups, different walks of life, diverse income levels, and wide-ranging interests."

— "It is the goal of the City of Simi Valley to provide for its residents a good living environment including attractive, fully accessible, fully serviceable places to live, work and play."

— "It is a goal of the City of Simi Valley to accommodate a variety of land uses including residential uses of various types (single family at various densities, multiple family, mobile homes and other), commercial uses, industrial uses, public and private recreational uses, other public uses, transportation and related uses as appropriate, and land retained permanently in its natural state."

(4) Housing Program

This Housing Program discusses the major problems related to housing, in decreasing order of severity. It discusses the obstacles to the resolution of these problems, again in decreasing order of importance, and then outlines a series of housing objectives designed to solve the problems and overcome the obstacles existing.

Finally, the program discusses planning activities relative to housing in the past and future, and outlines an illustrative 3-year program to attain the objectives outlined, as well as citizens participation and government coordination necessary to put the actions into effect.

(a) Major Housing Problems

(i) Lack of Sound Housing for Low and Moderate Income Families: A comparison of the

data available on number of families by income and the number of sound housing units for rent or sale in applicable housing cost categories is shown in Table 4. This table lists the number of families in each income level and the number of sound housing units available for either sale or rent to these families.

Assumptions made were the following: Wherever income ranges and sales or rental ranges did not coincide, the distribution was skewed, throwing the majority of units into the higher portions of the value or rental brackets.

It was also assumed that applicable units would fall within a value of 2 times annual income for sales housing, or 25% of monthly income for rental housing. The total number of units thus available was reduced by deduction of the dilapidated units as shown by income level for the City of Simi Valley in the Housing Element of the Ventura County General Plan.

Simi Valley General Plan Program

Table 4

Housing Needs by Income Level, 1970

Annual Income	Families *	Sound Housing** Units Available	Additional Housing Units Needed, 1970
Under \$2,999	127	0	127
\$3,000-\$3,999	55	45	10
\$4,000-\$4,999	65	59	6
\$5,000-\$5,999	64	131	-
\$6,000-\$6,999	87	372	-
\$7,000-\$7,999	66	245	-
\$8,000-\$8,999	135	589	-
\$9,000-\$9,999	197	840	-

* Survey of Households, State of California, 1969

** Sales Housing @ 2x annual income, and rental housing @ 25% monthly income (per U.S. Census of Housing, 1970, in city limits) less substandard housing units in city limits, per Housing Element of Ventura County General Plan.

Table 4 seems to indicate that housing is available to residents with an income of \$5,000 or more, either on a rental or sales basis, but that approximately 140 additional housing units are needed at lower rentals to accommodate residents now in the City who pay more than 25% of their income for shelter or live in substandard housing units.

Experience in other suburban communities has indicated that a large portion of the low income families consists of the elderly, and it should be noted that the 140 housing units needed based on Table 4, include the elderly as well. New housing units provided for this population group should be especially designed to accommodate their needs.

(ii) Small Number of Multiple Family Housing Units: The 1970 Census of Housing shows that of 14,777 housing units in Simi Valley, only 196 (or 1.4%) represented units in structures with 2 or more housing units. This unusually low percentage of multiple family units severely restricts the availability of housing in the lower rental ranges and limits the choice of accommodations to area residents. This condition is based upon past housing trends in Simi Valley, and runs counter to the current and projected housing demand in the Region and County as shown in Table 5.

(iii) Substandard and Deteriorating Housing Units: Even though there appears to be a discrepancy between the exterior survey of the Consultant and the statistical results of the Housing Element for Ventura County, there can be no question that a number of deteriorating and substandard structures exist in the City. The structures are usually made available at a low sales value or low rental rate, and are thus occupied even though they do not provide satisfactory living conditions. Families occupying these quarters are thus disadvantaged and are living under conditions which should not be tolerated. Chart X of the Housing Element of Ventura County shows the incidence of these housing units and the estimated income of their occupants.

Simi Valley General Plan Program

Table 5

Projected Housing Demand Ventura County

Year	Population	Percent Increase	Total Households	Vacancy Allowance	Total Demand	Single-Family Units Total Demand	Single-Family Units Percent Of Total	Multi-Family Units Total	Multi-Family Units Percent Of Total
1965	303,000		89,500	2,500	92,000	78,000	85.0%	14,000	15.0%
1970	397,000	31.1%	116,000	3,000	119,000	100,000	84.0%	19,000	16.0%
1975	517,000	30.2%	152,000	4,000	156,000	128,000	82.0%	28,000	18.0%
1980	650,000	27.4%	194,000	5,000	199,000	160,000	80.4%	39,000	19.6%
1985	822,000	24.8%	240,000	6,000	246,000	192,000	78.0%	54,000	22.0%
1990	990,000	21.0%	295,000	8,000	303,000	233,000	77.0%	70,000	23.0%

Source: Southern California Association of Governments, Regional Housing Study, 1970, Candeub, Fleissig and Associates.

Simi Planning Area

Net Household Income	Housing Needs Today (1970)									Projected Housing Needs		Total Housing Needs		
	Dilapidated Units Needing Replacement			Units Needed To Create a 5% Vacancy			Total Housing Needs Today			1970-1975		Today, and Projected Through 1975		
	City	County	Total	City	County	Total	City	County	Total	City	Total	City	County	Total
\$ 0-\$ 2,999	90	10	100	15	5	20	105	15	120	195	195	300	15	315
\$ 3,000-\$ 3,999	40	5	45	5	5	10	45	10	55	95	95	140	10	150
\$ 4,000-\$ 4,999	30	5	35	5	5	10	35	10	45	100	100	135	10	145
\$ 5,000-\$ 5,999	25	5	30	10	5	15	35	10	45	165	165	200	10	210
\$ 6,000-\$ 6,999	20	5	25	20	5	25	40	10	50	280	280	320	10	330
\$ 7,000-\$ 7,999	10	5	15	40	5	45	50	10	60	600	600	650	10	660
\$ 8,000-\$ 8,999	10	5	15	60	5	65	70	10	80	895	895	965	10	975
\$ 9,000-\$ 9,999	10	5	15	55	5	60	65	10	75	815	815	880	10	890
\$10,000-\$14,999				160	15	175	160	15	175	2,510	2,510	2,670	15	1,685
\$15,000 and Over				60	5	65	60	5	65	980	980	1,040	5	1,045
TOTAL	235	45	280	430	60	490	665	105	770	6,725	6,725	7,300	105	7,405

Source: Ventura County Planning Department, April, 1970.

(iv) Low Vacancy Ratio: The 1970 Census shows a vacancy ratio of 2.9% in April, 1970, while vacancy estimates by the Planning Department of Ventura County (based upon electric meter connections) indicate an even lower rate of 2.75% as of October 1st, 1971.

A vacancy rate of 5.0% is generally considered to indicate the availability of a wide choice of accommodations to residents and is considered desirable, while a vacancy ratio of 3.0% is considered the lower limit of an acceptable range within which a housing market should operate. For instance, the Department of Housing and Urban Development requires special relocation resources to be proven whenever vacancy rates in a community fall below 3.0%. If the vacant structures available are further reduced by eliminating from consideration all substandard housing, it is clear that the vacancy rate in Simi Valley is too low to permit normal operation of the housing market. Chart X indicates the number of housing units which must be added in the Simi Valley Planning Area if the 5.0% vacancy rate recommended in the Housing Element of Ventura County General Plan is to be attained.

(v) Trip to Work: Household surveys by the State of California in 1969 indicated that 80% of the labor force is forced to commute to employment locations outside Simi Valley. This commuting is time-consuming, costly, and undermines community cohesion and participation in community activities. The commute pattern is occasioned by both a lack of low-price rental accommodations near local employment, and the absence of major employment generators in the Valley.

(b) Obstacles to the Improvement of Housing Conditions

(i) Temporary Depression of Incomes: The adverse economic conditions prevailing at times in the Los Angeles Metropolitan Area have had an impact on residents of Simi Valley. They have resulted in a substantial number of valley residents (the exact number is unknown) with qualifications relating to the aerospace field to be

unemployed. Families headed by these unemployed are trying to maintain their homes, even though their income has been reduced drastically. In most cases, these families have assets at their disposal which make it impossible for them to obtain public income maintenance assistance and, in view of the expected short-term duration of unemployment and reduced income, these families are attempting to maintain their life style and shelter requirements during their continued residence in the community. These families must be considered a special type of "low-income" family (of a temporary nature), and special forms of assistance are required to solve their income related housing problems.

(ii) Resistance to Multiple Family Housing: Many residents of Simi Valley have previously lived in the San Fernando Valley and have been exposed to zoning and construction practices in that area. As a result, residents of the valley are wary of multiple family housing, since they have been exposed to large-scale, monotonous and in some instances poorly managed apartment developments with undesirable effects on nearby single family residential areas. Resistance to multiple family construction is expressed in objection to zoning permitting higher density residential uses, as well as the discussions of the General Plan in which small multiple family clusters were proposed throughout the community.

(iii) Resistance to Housing for Low and Moderate-Income Families: In the same vein in which many residents of the community are opposed to multiple family housing units, they are also opposed to the provision of housing for lower and moderate income families. This resistance is occasioned by the fear that old-type "low rent public housing projects" (as constructed years ago) would be the basic method of providing housing for low and moderate income families, even if assurances are given that no such projects are contemplated. The stereotype image related to publicly assisted housing is that of a drab housing project in which a large number of children are present, and in

which certain problems relating to noise, debris, crime in the neighborhood, etc., must be expected. Efforts by local government to indicate other types of solutions in the provision of low and moderate income housing such as scattered sites, leased housing units and rent assistance, have not yet taken hold.

(iv) Lack of Housing Authority: The absence of a Housing Authority (either a local Housing Authority or participation in a County Housing Authority) makes it impossible for the City to take public action to provide housing for low income families. Further, since the Housing Authority as a rule is also an agency which collects up-to-date housing information and maintains informational programs on housing, absence of this Authority contributes to resistance to public low rent housing.

(v) Lack of Nonprofit Sponsors: Since there is no local interest in providing housing for low and moderate income families at this time, there has been no effort to organize potential nonprofit sponsors such as local churches, unions, or other groups for this purpose. Absence of these sponsors, in turn, makes it impossible for the community to participate in the Below Market Interest Rate Programs of HUD.

(c) Housing Objectives

The following objectives are intended to provide a framework for actions to improve housing conditions in Simi Valley, to solve the housing-related Problems enumerated in Section (a) and to overcome the Obstacles to their solution as outlined in Section (b) above.

(i) Encourage multiple family development in accordance with the proposed General Plan, and provide an Information Program to overcome resident resistance to this type of housing accommodation.

(ii) Adopt the General Plan, this Housing Element, and the Housing Goals contained therein.

(iii) Continue to improve governmental procedures and coordination to facilitate operations of the private housing market.

(iv) Collect and analyze additional data on housing, encourage and coordinate activities with the Simi Valley Fair Housing Council and other citizens groups to obtain, utilize and disseminate information on housing and available programs to subsidize housing costs.

(v) Create a local Housing Authority to provide housing assistance to lower and moderate income families, or participate in a County Housing Authority.

(vi) Assist families with temporarily depressed incomes by encouraging County property tax abatement, or other temporary income maintenance assistance.

(vii) In conformity with the General Plan objectives, that no low-cost housing be constructed but rather that the incomes of low and moderate income families be subsidized to permit their placement in higher cost housing units, provide up to 200 housing units under the Federal Section 23 leasing program.

There is some question whether the increased housing needs shown for the period 1970-1975 in the Housing Element of the Ventura County General Plan will actually materialize. If the current need is filled, and assuming that only a very small number of families now located in the community will be subjected to income reduction, the increased need should be very small; in-migration into the City is largely occasioned by the provision of new housing, which is largely created at current market rates, thus excluding new families with an income of less than \$5,000. Under the provisions of the General Plan now under consideration, a substantial increase in multiple family and other rental units is likely to occur, and thus families with an income of more than \$5,000 per year should be able to operate freely in the housing market, especially if interest-subsidized

housing--such as Section 235 and 236 housing--is made available by developers.

(viii) Investigate the need for housing for the elderly among the low and moderate income groups.

(ix) Encourage the private construction sector to provide housing for moderate income families through the utilization of nonprofit sponsors and the Section 235 and 236 housing programs.

(x) Engage in improved building and housing code enforcement and cause removal of substandard structures, and rehabilitation of deteriorating structures. A tax moratorium on rehabilitation might be considered as an incentive to property owners.

(xi) Continue and intensify the community's program to attract employment generators to the City, including manufacturing and other employment.

(xii) Continue to review and update information on housing needs, programs available to fill the needs, and the best means to utilize these programs.

(d) Housing Planning and Implementing Activities

(i) Previous Years: In May, 1970 the City of Simi Valley embarked on a General Plan Program to revise the County Plan adopted in 1967 for the community. As part of this effort, the Department of Environmental Affairs worked with a General Plan Work Group representative of the community. The General Plan proposals include Development Goals, including Housing Goals, which were adopted by the General Plan Work Group in October, 1970, and by the Planning Commission and City Council in 1972. The General Plan also contains proposals for an increase in the supply of multiple family housing, and for the furnishing of rent subsidy and other methods of public assistance to families of low and moderate income.

The City of Simi Valley has worked with the Simi Valley Fair Housing Council in deliberations regarding the establishment of a Housing Authority, the provision of publicly assisted housing for low and moderate income families, and in the collection and dissemination of information thereon.

The City of Simi Valley, through its Department of Environmental Affairs, maintains a continuing program of assisting builders of housing in the community in carrying out the City's housing policies and in providing housing of good quality at reasonable cost.

(ii) Future Years: The City of Simi Valley intends to continue planning activities relating to adoption and implementation of the General Plan, its housing goals and policies, and the Objectives detailed in section (c) above.

A summary of an illustrative 3-year work program for future housing activities is presented below.

(e) Summary of Illustrative 3-year Housing Work Program

This program is set forth as a guideline and framework for activities to attain the housing objectives listed in Section (c) above.

— First Year

(i) Establish a continuing program for the collection and analysis of data relating to multiple family housing, establish an informational program based upon this information and develop a system for dissemination of data.

(ii) Adopt the General Plan and its Housing Element, including the housing goals contained therein.

(iii) Investigate the need for special housing for the elderly.

(iv) Continue work in cooperation with the Simi Valley Fair Housing Council and other citizen groups in the collection, analysis, and dissemination of data on housing, especially of

housing for low and moderate income families, minority groups, the elderly, and other groups with special problems.

(v) Create a local Housing Authority, or participate in the establishment of a County Housing Authority.

(vi) Start the investigate possible methods of assisting families with temporarily low income, through the subsidy of housing costs, including the possibility of County property tax relief.

(vii) Establish the necessary organization, procedures and work program for code-enforcement to cause demolition of substandard structures and rehabilitation of deteriorating structures, including the investigation of possible incentives such as tax moratorium on improvements.

(viii) Continue the City's and the County's efforts to attract employment opportunities to Simi Valley.

— Second Year

(i) Continue activities enumerated under (i), (iv) and (viii) of the First Year.

(ii) Establish a Housing Center to serve as a central reference point for housing related information, staff, and problem solving in Simi Valley.

(iii) Initiate procedures to provide housing for low income elderly families per section (iii) of the First Year.

(iv) Start the provision of Section 23 leased housing units for low income families (50 units as a first increment).

(v) Continue research relative to subsidy of housing costs for families with a temporarily low income, and institute relief to these families.

(vi) Initiate code enforcement activities outlined under section (vii) of the First Year.

(vii) Work with private housing developers (regular builders and non-profit sponsors) to assist in the provision of Section 235, 236 or other interest assisted or rent assisted housing by private developers for low and moderate income families.

— Third Year

Continue activities outlined under Sections (i) through (vii) of the Second Year.

(f) Citizens Participation, Governmental Coordination, and Updating
Preparation of the Housing Element is a task which is being performed jointly by the City staff, the General Plan Work Group, the Planning Commission and City Council, and the Simi Valley Fair Housing Council. The five Neighborhood Councils also provided a further input into the Housing Element as part of their General Plan deliberations.

Finally, prior to adoption of the Housing element, as part of the General Plan, public hearings were held before both the Planning Commission and City Council, at which individuals and groups had an opportunity to provide additional ideas, suggestions and comments.

The Simi Valley Fair Housing Council provides an ongoing organization focused on the subject of housing and especially housing for low and moderate income groups, and it is anticipated that the Fair Housing Council will represent the major citizens participation mechanism for the maintenance of the Housing Element and the housing activities pursuant thereto.

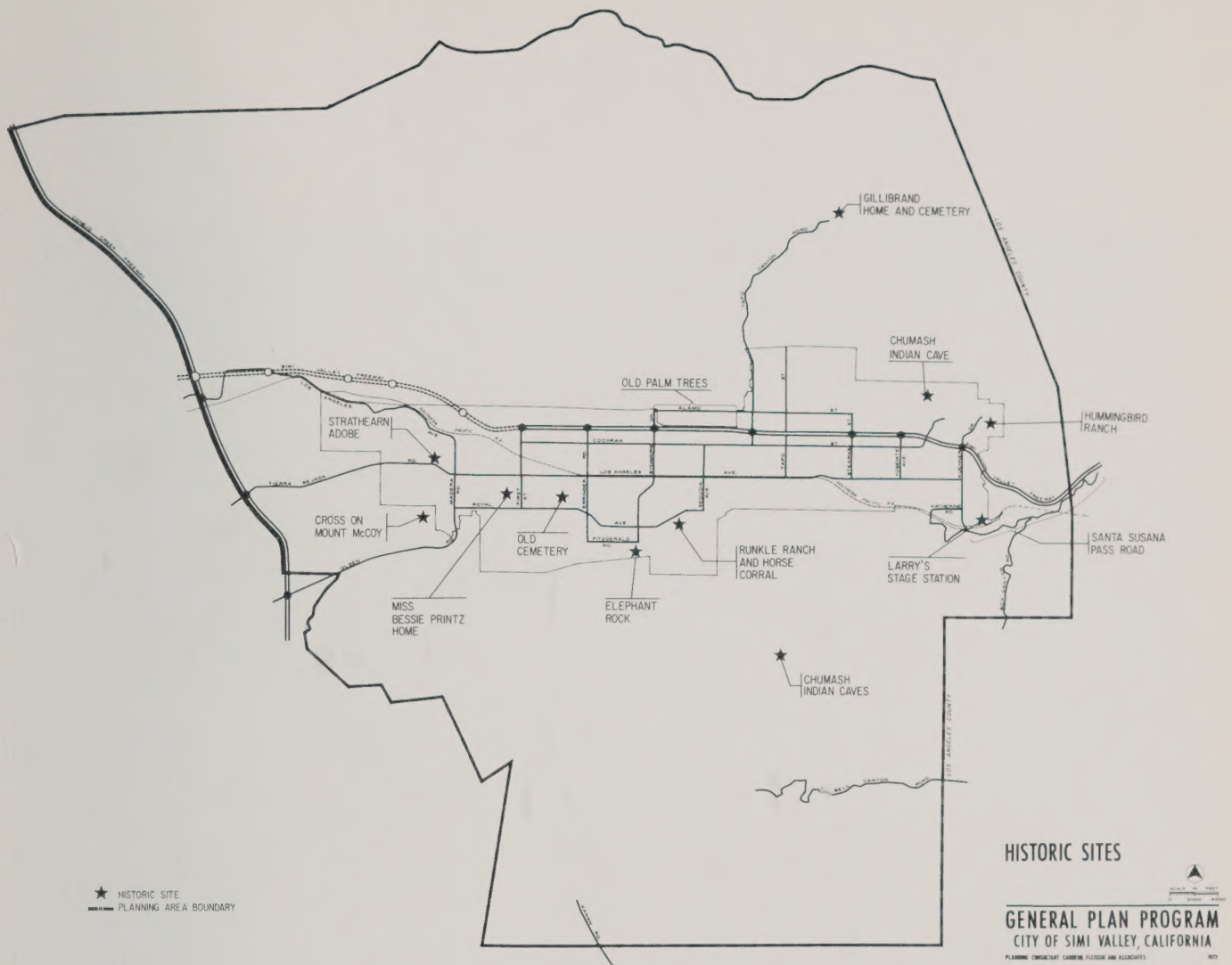
The City's Department of Environmental Affairs is the agency directly charged with advance planning for housing improvement. This department maintains an ongoing liaison with the Ventura County Planning Department, so that a coordinated effort to improve housing conditions can be made.

The City maintains a contract with the Ventura County Department of Public Works to issue building permits in the City. An arrangement will be made to institute the concentrated code enforcement program recommended.

As part of its review of the General Plan, the City Department of Environmental Affairs will also review annually the Housing Element and progress towards attainment of the objectives of the housing program. A summary of the review findings will be presented to the Planning Commission which will institute appropriate action thereon.







d. Neighborhood Analysis

An analysis of the residential neighborhoods, providing an overview of the existing conditions and future proposals, is given in the Neighborhood Analysis Chart. With very few exceptions, such as in the Arcane, Katherine, Pride and Susana Knolls neighborhoods, development is of very recent date and built according to contemporary planning and construction standards. Other neighborhoods are either totally or largely undeveloped and thus the assumption can be made that future development would also take place in accordance with current planning and construction criteria.

Major redevelopment of neighborhood areas is thus expected to occur only in areas where major land use changes will take place, such as in the land proposed for conversion to industrial use south of Los Angeles Avenue near Tapo Street.

e. Historic Areas

Certain historic sites, structures and relics of early development in the area still exist in Simi Valley. The Simi Valley Recreation and Park District has compiled a listing of these items in collaboration with the Ventura County Cultural Heritage Board and the Simi Valley Historical Society. In view of the great dearth of local historic places, an effort should be made to mark these locations appropriately, retain existing Indian caves, old structures and cemeteries, and to mark historic locations such as the Stagecoach Road and Station, so that their historic significance is noted and visitors to the area can view the sites.

In several instances the General Plan proposes incorporation of historic sites into recreation facilities, thus encouraging multiple use of these areas.



f. Recreation Areas

The General Plan includes the full complement of regional recreational facilities, including 8 regional parks, with a total of 4,258 acres. In many of these parks it is expected that major water recreation facilities will be provided.

The General Plan also makes provision for a full complement of neighborhood and community parks, along the lines of the General Plan for Parks, Recreation and Open Space prepared by the Simi Valley Recreation and Park District. It is assumed that much of this acreage can be obtained through dedication from developers as development takes place, and thus the community level park facilities are largely located on the periphery of the valley on yet undeveloped lands, or in the valley where large acreages still exist.

The General Plan provides for 6 to 10 acre neighborhood parks which may be reduced to 4 acres if adjacent to a school. A total of 48 neighborhood parks are proposed.

Eleven community parks, including the park purchased recently, are proposed. These parks generally will have an acreage of approximately 40 acres (unless they are immediately adjacent to a high school site, in which case 20 acres is deemed sufficient).

A system of recreation trails (including Arroyo Simi) for use by equestrians, bicycles, and pedestrians is proposed to connect as many public facilities as possible. Further, development of portions of the Hope Ranch for commercial recreation is anticipated.

Recreation facilities are discussed in greater detail in the Community Facilities Plan.

g. Conservation and Open Space

The General Plan is concerned with the total environment of Simi Valley. Pursuant to the Development Goals, it is the intent of the community to "retain to the fullest extent possible its existing natural features and other

environmental and esthetic assets, including the hills and open space." The term "Conservation and Open Space" includes the broad scope of retaining natural features, development of the natural assets, and the utilization of these assets so that they may be available not only to the present but also future members of the community.

Conservation and Open Space is concerned with air quality, water resources, and land resources. Implied is the preservation and development of an environment suitable to wildlife and flora indigenous to the area as well as an environment for people.

(1) Air Quality

The prevailing winds in Simi Valley are of a southwesterly direction, except during Santa Ana conditions of relatively short duration during which winds blow from the north and northeast. Prevailing winds and the bowl-effect of the hills surrounding the valley largely determine air quality in the community.

Local emission tributary to air pollution consist mainly of emissions from automobiles, heating and cooling of residences and other structures, and industrial processes.

During prevailing wind conditions normal air circulation is adequate to dissipate existing emissions; however, at times air pollution from the southerly portion of Ventura County has been driven into Simi Valley. Increased urbanization of the valley, additional cars, and additional industry, could be expected to contribute additional emissions and air pollution unless efforts are made to control their impact.

During Santa Ana conditions winds from the east may, under certain conditions, bring air pollution from the San Fernando Valley basin into Simi Valley, though thus far this impact is undetermined.

Under windless conditions, especially with temperature inversion layers, emissions from Simi

Valley itself may be trapped in the community and may produce smog. While only limited data is available on the intensity and frequency of these occurrences, it is clear that additional development will increase both unless measures are taken to reduce emission from existing and incremental sources.

It is expected that emission of pollutants from automobiles will be controlled on a national basis through the development and application of emission control devices and standards which will become mandatory early in the Planning Period. In addition, the State of California provides for the installation, inspection and maintenance of smog control devices.

Similarly, basic emission standards are applied to heating plants marketed in California, and there is general expectation that emissions will be reduced from those presently experienced.

Finally, emissions from major generators such as industrial uses, major commercial or public uses, utilities and other stationary sources, are subject to the controls of the Ventura County Air Pollution Control District. The District has recently embarked upon a concerted campaign of pollution control within its area of jurisdiction (Ventura County) and is in addition cooperating with air pollution control agencies of the adjoining counties and the State of California.

The General Plan proposes that the community take full advantage of, and support, the effort of the Ventura County Air Pollution Control District to ensure that industrial, commercial, public and semi-public sources of emission comply with the District standards. Further, the community will support the cooperative effort of the Air Pollution Control District and other agencies in reducing emissions from automobiles and infiltration of air pollution from adjoining sources. Finally, the General Plan proposes a disposition of land uses which encourages the provision of basic amenities near residences and thus reduces the need for automobile travel. Also,

the possible provision of public transit will act to minimize the use of automobile and emissions therefrom.

(2) Water Resources

(a) Ground Water

Ground water was withdrawn in large quantities for irrigation of agricultural lands in the past, a diminishing practice due to the decrease of agricultural uses in the valley. In the future it is expected that agricultural uses will be eliminated completely from the valley and that withdrawal of ground water for irrigation will diminish further. As a result, the ground water table has risen during the past years and may rise somewhat further. Though as a rule ground water levels are below the depth normally encountered during urban construction including sewer systems, there exist a number of problem areas where, due either to low permeability of the ground, or to the shallow depth of the alluvial soil, and impermeable dikes of rock, ground water may be encountered at shallow depths. These areas exist in certain locations east of Stow Street and also in the vicinity of Madera Road and Los Angeles Avenue.

(b) Imported Water

The basic water supply of the community is provided through water imported by the Metropolitan Water District and retailed by the Calleguas Municipal Water System and a number of individual water retailers including County Waterworks Districts. Water supply is deemed adequate now, and the applicable agencies have stated that no difficulty would be encountered in supplying not only the uses proposed in the General Plan but additional water users if such were generated.

While neither utilization of the ground water nor of run-off water is thus essential for basic water supply, it should be noted that both could be utilized in conjunction with the storage of imported water to allow multiple use of water resources for recreational purposes.

(c) Water Run-Off

Rainfall in Simi Valley occurs largely during a period from December through March, resulting in a dry condition for Arroyo Simi and its tributary water-courses during most of the year. The low permeability of the hills surrounding the valley causes relatively high and rapid run-off of rain waters, which will increase as urbanization takes place and additional land is paved or rendered impermeable.

In the past, run-off has inundated the flood plain of Arroyo Simi in Simi Valley, as shown in a study by the U.S. Corps of Engineers, and in an effort to reduce the areas of inundation (part of which are already built up with residences and other uses) flood control works have been installed along Arroyo Simi and its tributaries. A program of additional flood control improvement has been designed by the Ventura County Flood Control and Drainage District, and will be installed during the next several years as finances permit.

Appropriate design of new development to stop encroachment on the flood plains, and improvement of the flood plains themselves in conjunction with recreational uses, will act to improve channel characteristics and will reduce floods near the major watercourses. Water impounding in the tributary canyons for recreational purposes will also act to attenuate peak flows.

Though the use of water for agriculture will diminish, it is expected that maintenance of landscaping throughout the valley floor will increase. Pollution of the water table through the residue of fertilizers and other chemicals is therefore a distinct possibility. It is expected that national and State efforts to control the composition of pesticides, fertilizers, etc., will act to alleviate this problem.

Water used for urban (residential, commercial and industrial) purposes will be collected through a community sewer system and will be treated in a community sewage treatment plant. Present

inadequate collection and treatment facilities will be improved and completed, so that pollution from septic tanks and percolation from the existing sewer systems will be eliminated.

Treatment at the sewage disposal plant will result in an effluent complying with the requirements of the Regional Water Quality Control Board (No. 4). Abatement of the present treatment deficiencies in accordance with the Cease and Desist Order of the State Water Quality Control Board will be effected.

The General Plan proposes that much of the watershed of the Valley be retained in its natural state, thus preserving present percolation and run-off characteristics. Further, watershed portions directly tributary to water storage and recreation areas should be subject to special land use controls to safeguard the quality of the impounded water.

It is also proposed that all new development be permitted only on the basis of community sewers and sewage treatment facilities so that no pollution of the water table or the watercourses will occur.

Finally, as much as possible of the natural drainage system of Arroyo Simi and its tributary watercourses should be retained in flood plains, utilizing the same for recreational purposes and trail systems.

(3) Land Resources

(a) Agricultural Soils

The Soil Survey of the Ventura Area (prepared by the Soil Conservation Service of the U.S. Department of Agriculture) indicates that the soils most suitable for farming on the valley floor have either already been developed for urban uses or are so situated that there is little chance to retain them in agricultural use in the future. Suitable soil in the canyons is largely limited to small pockets, rendering agricultural operations

Simi Valley General Plan Program

General Plan Proposals

	Single-Family		Multi-Family		Comm.	Indl.	Public	Street	Undev.	TOTAL	Population
	AC	HU	AC	HU	AC	AC	/Semi AC	& ROW AC	AC	AC	
City	5,706	25,990	251	3,875	735	1,763	1,826	2,253	586	13,120	111,775
Rest Of LAFCO	2,846	10,165	105	1,575	40	2,555	6,552	1,124	29,638	42,860	45,430
East Moorpark	388	1,540	18	270	6	478	347	76	2,607	3,920	6,890
Simi Valley	8,940	37,695	374	5,720	781	4,796	8,725	3,453	32,831	59,900	164,095
Big Mountain	444	1,815	50	900	34	-	896	233	12,663	14,320	9,280
Tripas Canyon	324	970	11	165	6	501	21	58	2,704	3,625	4,305
Box Canyon	50	50	-	-	-	-	10	10	1,100	1,170	200
Bell Canyon	1,554	5,110	40	600	28	-	202	374	8,502	10,700	21,940
TOTAL	11,312	45,640	475	7,385	849	5,297	9,854	4,128	57,800	89,715	199,820
% Developed	34.3	(84.7)	1.5	(15.3)	2.7	18.0	30.8	12.7	-	-	-
% Total	12.2	-	0.5	-	1.0	6.4	11.0	4.5	64.4	100.0	-

Source: Candeub, Fleissig and Associates, November, 1972.

inefficient and infeasible. Since no major agricultural areas in Simi Valley have been utilized for special crops such as avocados or specialized fruit trees (other than oranges) no inherent advantage exists for agricultural use of these lands to the exclusion of other lands in Ventura County.

(b) Tree Masses

In a number of locations throughout the valley stands of trees exist which stand out visually since they are older and taller than any of the surrounding vegetation. An example of this type are the palm trees on Alamo Street. In view of the scarcity of such tree masses and the great length of time required to grow these trees, it is strongly recommended that every effort be made to retain tree masses now in existence and plan development and public facilities in such a manner that they will not have to be destroyed.

(c) Hillside and Erosion

The Soil Survey documents the existence of very extensive areas with "High" and "Very High" soil erosion hazard, scattered throughout most of the hills around the valley. Hillside grading and excavation often contributes to erosion and should thus be prohibited or subjected to stringent controls in areas of erosion hazard.

(d) Extractive Industries

The Planning Area contains a number of oil, rock, sand and gravel deposits with the potential for commercial exploitation. Mining of these resources is of a temporary nature in some instances, and may involve only the temporary installation of access roads and appurtenances (oil) so that following utilization of the resource the area can be returned to its natural state. In other instances (rock, sand and gravel quarrying), removal of the material mined can result in permanent damage to the hills. Limited exploitation under strict controls, in small areas and to a specified extent, may be possible without an adverse impact on the environment.

(e) Land Use and Development Controls

Use of land can be regulated by the community

so as to ensure the preservation, development and utilization of land resources. Controls to be utilized range from the general development concept and disposition of land uses set forth in the General Plan, through the more detailed and specific control of uses through the Subdivision Regulations and the Zoning Ordinance, to special purpose controls such as Grading ordinances, Shade Tree ordinances, and ordinances controlling certain activities such as street standards including landscaping, control of solid waste disposal, and regulation of extractive industries.

An additional impact on the land resources is that of public and semi-public ownership, including contracts for temporary use-limitation such as Agricultural Preserves.

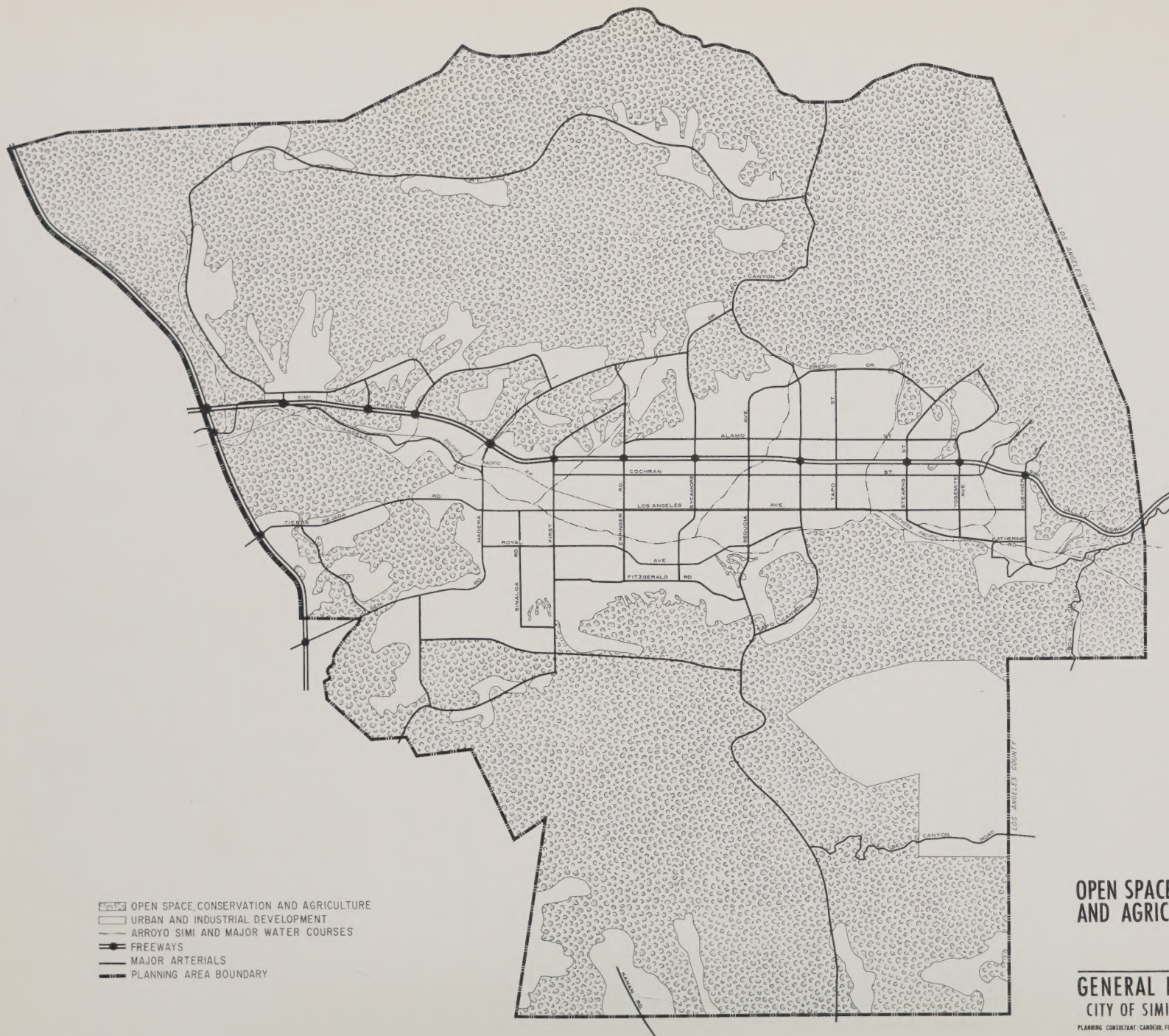
(f) Conservation and Open Space Proposals

The General Plan proposes that virtually all steep slope areas (natural grade in excess of 20%) be kept in permanent open space use and related usage, and that all lands designated for public recreation be acquired for that purpose and be developed either as open space or for recreational use.

The General Plan also proposes that Arroyo Simi and its tributary watercourses be developed partly for recreation usage and partly as a flood plain - open space.

It is proposed that extractive industries be permitted only under conditions which will ensure that they do not have a permanent detrimental effect upon the environment.

Finally, the General Plan proposals suggest that staging of proposed development be coordinated with the productive use of agricultural land in each developmental state, so that good agricultural soils be returned to and retained in units large enough to support agricultural establishments until urban development pursuant to the General Plan takes place.



- OPEN SPACE, CONSERVATION AND AGRICULTURE
- URBAN AND INDUSTRIAL DEVELOPMENT
- ARROYO SIMI AND MAJOR WATER COURSES
- FREEWAYS
- MAJOR ARTERIALS
- PLANNING AREA BOUNDARY

OPEN SPACE, CONSERVATION AND AGRICULTURE



GENERAL PLAN PROGRAM CITY OF SIMI VALLEY, CALIFORNIA

PLANNING CONSULTANT: CANDEUR, FLEISSIG AND ASSOCIATES

h. Commercial Areas

The General Plan proposes a full complement of commercial areas to service the future development pattern of Simi Valley. It must be assumed that commercial lands in prime location must be developed by 1985 or else be converted to other uses. The development of regional and district level commercial facilities is therefore largely determined by the 1985 demand for commercial floor space.

Pursuant to the projections for population and the economy developed as part of this General Plan, it is economically feasible to support one Regional and four District Commercial centers. Activity in these centers is somewhat enhanced by

the provision of multiple family housing clusters nearby, so that some convenience facility aspects will also be present. Approximately 40 acres of additional land for commercial services, 58 acres for commercial offices, and up to 60 acres for highway-oriented commercial uses can be justified by market demand. They have been designated in appropriate locations related to the circulation elements of the community.

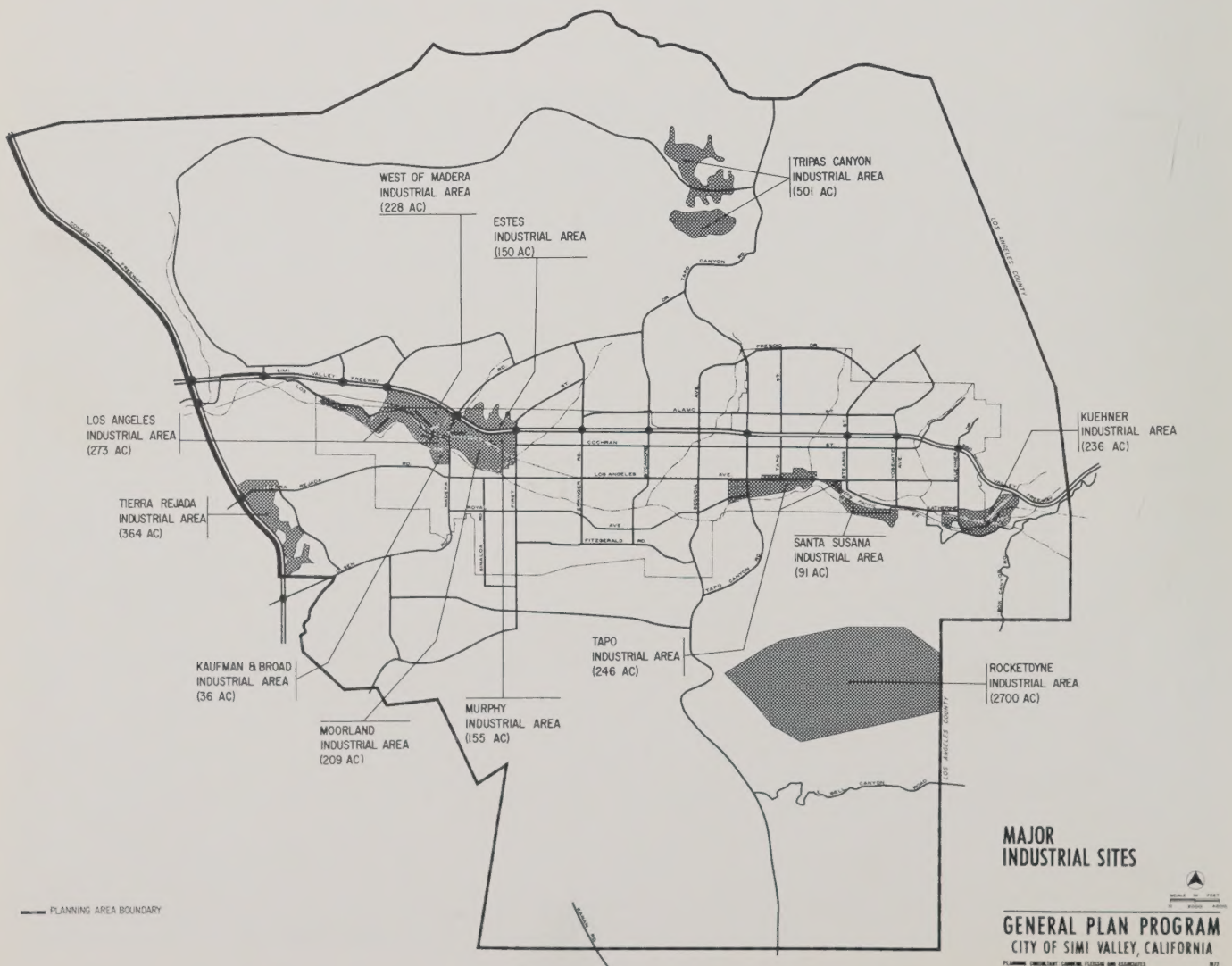
A total of 105 acres in a Regional Commercial Facility, 220 acres in District Commercial facilities, 290 acres in Convenience Commercial facilities, and 234 acres in other commercial uses have been provided for.



i. Industrial Areas

The General Plan provides the greatest amount of industrial lands feasible to provide nearby employment and to improve the tax base of the community, as well as to provide sites for distributive industry and warehousing to serve the area's residents. The Plan proposes development of fully-serviced industrial parks, as opposed to spotty industrial land use, the prohibition of land-extractive industries except as temporary uses, and full capitalization on the regional transportation network and local arterial system through the provision of distributive industry.

A review of all lands on the Valley floor and in the canyons was made, to ascertain which areas exhibited the basic characteristics of developable industrial sites: sites considered were all those with a slope of 10% or less, not subject to major flooding, not held in multiple ownerships, not very small parcels, with good access from major arterials and potentially serviceable with major utilities. An evaluation of 53 sites was made. Subsequently, this evaluation was reviewed by an ad hoc committee of representatives of the Simi Valley Chamber of Commerce, and others. As a result of this investigation, certain additional sites



were earmarked and others previously considered were discarded from potential industrial designation.

The General Plan designated for industrial use virtually all sites so designated by the ad hoc committee, though it is recognized that some of these lands may require substantial effort on the part of developers and the community before they can be put to industrial use.

In total, 5,300 acres of land were designated for industrial use (not including railroad rights-of-way). Of these, 2,700 acres are represented by the Rocketdyne facility, which must be considered a special case with respect to the provision of additional employment and tax base. 750 acres of the total were designated by the committee as "Prime" sites, that is, sites which could be developed immediately.

An additional 90 acres could be developed in part, but would require the conversion of the existing Santa Susana Airport and an area of mixed residential uses to industrial use. Conversion to industrial uses should be accomplished in accordance with the timing desired by the majority of property owners, and should not be undertaken on a piece-meal basis.

An additional 1,900 acres could be developed only after improvement of access, grading, and the provision of additional utilities including storm drainage, and flood protection.

5. CIRCULATION AND TRANSPORTATION PLAN

The major circulation and transportation proposals of the General Plan are concerned with the regional freeway system, major arterials and scenic roads in the community, and transit and airport locations.

a. Freeways

Freeways are limited access, high-speed traffic arterials designed to move traffic in and through the region. There are no signals to impede traffic flow, and traffic crossings are separated by grade.

The General Plan shows the Simi Valley Freeway along its existing location to First Street, and along its agreed upon alignment to the Conejo Creek Freeway in the west. The location of the freeway and the interchanges have been agreed upon.

The westerly boundary of the Simi Valley Planning Area adjoins the Conejo-Creek Freeway, which is presently constructed to Los Angeles Avenue and, again, the alignment to the north is agreed upon.

It is not expected that any additional freeways will be constructed in the Planning Area. The Conejo Creek and Simi Valley freeways will provide high-speed connections from Simi Valley to the San Fernando Valley and the Los Angeles Basin on the east, the Santa Paula Valley and Ventura to the west, to the Fillmore-Piru Valley on the north, and to the Conejo-Coastal Valley on the south.

b. Major Arterials

Major arterials are streets designed to move traffic rapidly from adjoining neighborhood to traffic generation points and the regional freeway network. The major arterials, both existing and proposed, are shown on the Circulation Plan. Characteristics of the arterials in terms of right-of-way and improvement width, 1971 and estimated 1985 Average Daily Traffic, are shown in the Circulation Table, in the appendix.

Improvements of the major arterials will be designed to accommodate the future traffic volumes generated by the proposed land uses.

It is generally desirable to reduce the number of access points to arterials, to reverse frontages in residential development, and through limitation of access to private parking areas so that no major parking lot access or egress points occur near the intersections of major arterials. Also, the appearance of major arterials should be improved and glare from automobile headlights should be reduced through the planting of landscaped median strips.

In certain instances, where major arterials abut major peak traffic generating points such as the Civic Center, the regional commercial facility, or other special points of traffic congestion, detailed engineering intersection design will be necessary to assure that the traffic bearing capacity of the arterial is not unduly reduced at these points.

In view of the scale of the Planning Area, the General Plan does not include details to the level of the collector and local streets. However, it is proposed that the design of these streets be geared to the areas served and specifically to the residential neighborhoods, so that through traffic in residential neighborhoods will be discouraged, and traffic speeds will be held to safe levels.

c. Scenic Roads

In some instances major arterials traverse areas of such beauty or provide such unusual views that it may be desirable to modify the normal major

arterial construction standards so as not to despoil the area which is crossed by the major arterial on the one hand and to permit special enjoyment of the drive on the other hand. Special construction design and landscaping should be utilized on scenic roads. Further, in order to reduce congestion, reversed frontages should be utilized on these roads and direct access to the scenic roads should be held to a minimum.

The General Plan proposes designation of the following major arterials as Scenic Roads:

- Simi Valley Freeway
- Alamo Street Between Sycamore and Tapo Canyon Road
- Tapo Canyon Road
- Olsen-Madera Road
- The New Arterial connecting Tapo Canyon Road to the Freeway through Happy Camp Canyon



d. Transit and Airport

While it is not anticipated that a rapid mass transit system can be developed in Simi Valley before 1985, especially since it is unlikely that such a system will be available in Los Angeles County to provide a connection, the General Plan does indicate a general location for rapid mass transit facilities. In the absence of information on the type of vehicles to be used and their requirement, the General Plan proposes that rapid mass transit be provided along the rights-of-way of the Simi Valley and Conejo Creek Freeways. A rapid transit station, possibly performing the functions of a total transportation terminal, is proposed at the southeasterly corner of the intersection of the Simi Valley Freeway with Sycamore Drive, in the proposed district commercial facility.

When additional information relative to the mass rapid transit systems in Los Angeles County becomes available, the proposed transit alignment and the location of the transit station should be reviewed taking into account such alternatives as the use of the existing railroad alignment. For the time of the planning period, it is assumed that the Southern Pacific Railroad (Amtrak) will continue use of its mainline, with the volume of rail traffic remaining more or less constant.

Quite aside from the regional mass rapid transit system, there is a need for local transit to serve residents of the community. Ultimately this transit will constitute a feeder system to the regional transit, but in the meantime it will serve as a system of its own.

The Transportation Committee of the City of Simi Valley has studied public transportation in the Valley in some depth, and has reached the conclusion that bus facilities, utilizing vehicles of different sizes, ecologically appropriate fuels, and a routing dependent upon the location of potential patrons at each point in time, would be appropriate to the Valley even now.

The Committee found that an urgent need for this type of transportation exists especially for

senior citizens (65 years of age and over), youths (10-17 years of age) and for single car families.

The General Plan endorses the provision of local transit by means of buses, and proposes that routing established will serve the regional commercial facility, the four district commercial facilities, the high schools, as well as major concentrations of residential development.

Economic feasibility studies and environmental impact studies have indicated that there is no appropriate location within the Planning Area for a commercial airport. However, there is a need for a general aviation airport. Based upon the aforementioned studies, the General Plan endorses the proposed general aviation airport at Tierra Rejada Road west of the Conejo Creek Freeway, even though it falls outside the Planning Area of Simi Valley. This airport will serve the community both for general aviation purposes, and in the future for air-taxi type connections to the other airports in Ventura and Los Angeles counties. This type of service will become increasingly important as major industrial concerns will locate in Simi Valley and will eliminate the need for lengthy automobile trips from Simi Valley to the commercial airports.

e. Design Standards and Other Considerations

It is assumed that the design standards of the California Division of Highways will continue to control construction standards for new portions of the freeways. The General Plan proposes that every effort be made to obtain early landscaping of the freeways, and to ensure that landscaping complies with the criteria set forth in the Urban Design Plan.

City standards have been established for rights-of-way and design of major arterials, largely utilizing the Ventura County Department of Public Works criteria, and the General Plan proposes that all medians be fully landscaped. Where possible, either the medians or a separate lane away from moving traffic lanes should be reserved for bicycle riding and, where the major

arterials are utilized as part of a recreational trail system, possibly also for equestrian use.

In the instance of scenic roads, an effort should be made to separate the traffic in each direction by elevation also, so that unimpeded views can be obtained and a more interesting driving experience is created.

In instances where reversed frontage is installed, per earlier recommendations of this General Plan, fences or walls separating adjoining uses from the major arterial should be attractive, well-maintained, and landscaped.

The construction and improvement of major arterials provides a vehicle for beautification of the City and its approaches. The City and other agencies in the Planning Area should make the most of this opportunity.

6. COMMUNITY FACILITIES PLAN

In order to support the land use pattern proposed, and to provide the basic amenities required for urban life, a great number of supporting community facilities must be provided. The extent and location of these facilities is determined by the population which will be present in 1985 and at full development, and the level of standards adopted. This Community Facilities Plan is concerned mainly with the provision of sites to accommodate the community facilities, especially those sites which are large in extent and therefore must be reserved well in advance of development.

For each of the major types of community facilities, this Plan outlines the objectives to be met and the concept utilized to attain these objectives, standards used, and proposals resulting from the application of these standards.

The timing of providing community facilities, and especially the construction program, will be determined largely by the financial resources available from time to time. The staging in the provision of community facilities-which to a

certain extent will determine the staging of development-will be the subject of a Memorandum on Implementation to be developed later in the planning program.

a. Schools and Education

(1) Concept

The concept of providing educational facilities is based upon the plans and standards of the Simi Valley Unified School District, the administration of Moorpark College, and modifications of the Ventura County Library system with respect to branch library location.

(2) Standards and Proposals

(a) Schools

The general standards presently being utilized by the Simi Valley Junior High School District are summarized below:

Type	Grades	Site	Enrollment
Elementary	K-6	10 ac.	700-800 students
Junior HS	7-9	25 ac.	1,000
Senior HS	10-12	50 ac.	2,000

A District committee is currently studying the possible revision of grade distribution in Junior and Senior High Schools. A recalculation of the number and distribution of the high school sites will have to be made if the current system is changed.

Application of the standards indicates that 53 elementary schools will be required to accommodate the 42,400 elementary school students which will be generated at ultimate development. 13 junior high schools will be required to accommodate the 16,000 junior high school students, and 6 senior high schools will be required to accommodate the 12,300 senior high school students who will be generated by ultimate development.

(b) Community College

The Moorpark College of the Ventura County Community College District is serving all of Simi Valley and the adjoining portions of Ventura

County through its 134-acre campus located north of Moorpark. Ultimate plans of the District call for additional campuses in Oxnard and Camarillo, but no additional campus in Simi Valley will be required to serve the community.

(c) Libraries

Library facilities are currently furnished by the Ventura County Library System, which provides a full branch library at Los Angeles Avenue and Blackstock Street. Future plans of the Library System include a possible branch library in the vicinity of Los Angeles Avenue and Tapo Street.

Though no specific population or distribution standards have been adopted by the library system, national standards would indicate that for communities over 100,000 population, branch locations are desirable. These standards call for a library branch on a site of approximately 1 acre for every 50,000 population. Branches would have a 1-1½ mile service radius and would be located at a shopping center to utilize its parking space and improve patronage.

Based on an ultimate population of 168,000 persons in the Valley, a total of 4 library facilities (Central and branches) could be supported.

The Community Facilities Plan recommends that a central library be established in the Civic Center, the present branch library be retained, and additional branches be established in the Regional Commercial Center at Madera Road and the District Commercial Center at Kuehner Drive. The extent of the facilities and their tenure (leased or owned) would be subject to financial policies and availability.

b. Recreation

(1) Concept

The concept of recreational facilities includes the provision of regional parks in locations and to the extent outlined in the General Plan for Regional Parks of Ventura County, and a regional trail system based upon the same General Plan but modified in accordance with existing conditions

and more detailed studies by the Simi Valley Recreation and Park District. The provision of community or neighborhood parks is based upon the neighborhood concept underlying this General Plan and the General Plan of the Simi Valley Recreation and Park District.

The concept also includes provision for private recreational facilities in the location of the Hope Ranch, and private or public golf courses both in the Valley and in the regional parks.

(2) Standards

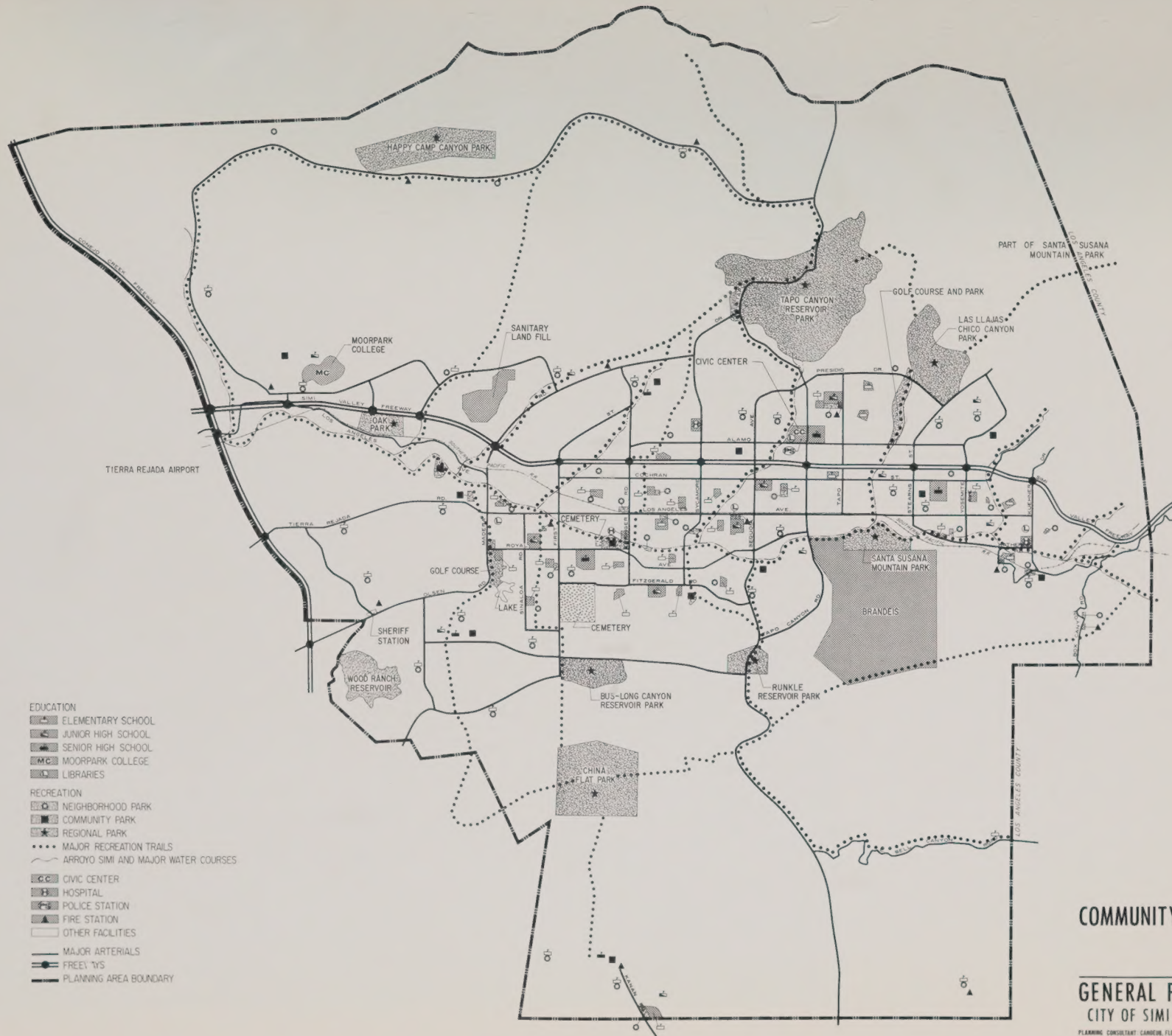
The standards utilized by the Simi Valley Recreation and Park District are summarized below.

Classification of Parks and Service Standards

Type of Park	Acres Per 1,000 People	Size	Service Area	Population Served
Parkette	---	6,500 sq. ft. to 2 acres	¼ mile or less	to 2,500
Neighborhood	2	6 to 10 acres	½ mile or less	2,500 to 5,000
Community	1.5	20 to 40 acres*	1 to 2 miles	15,000 to 20,000
Regional	5	over 50 acres	within 40 miles of 1 hour drive	Large area of the County

* 20 acres if next to a High School site.

The above standards are a point of departure only, in that utility of the parks and the required park site is determined by their proximity to other public facilities such as school sites, the topography of the land, and other considerations. Thus the overall acreage of neighborhood facilities in the community is less of a consideration than whether a neighborhood park is available to residents of each neighborhood.



- EDUCATION**
- ELEMENTARY SCHOOL
 - JUNIOR HIGH SCHOOL
 - SENIOR HIGH SCHOOL
 - MOORPARK COLLEGE
 - LIBRARIES
- RECREATION**
- NEIGHBORHOOD PARK
 - COMMUNITY PARK
 - REGIONAL PARK
 - MAJOR RECREATION TRAILS
 - ARROYO SIMI AND MAJOR WATER COURSES
- OTHER FACILITIES**
- CIVIC CENTER
 - HOSPITAL
 - POLICE STATION
 - FIRE STATION
 - OTHER FACILITIES
- TRANSPORTATION**
- MAJOR ARTERIALS
 - FREEWAYS
 - PLANNING AREA BOUNDARY

COMMUNITY FACILITIES PLAN

GENERAL PLAN PROGRAM CITY OF SIMI VALLEY, CALIFORNIA

PLANNING CONSULTANT: CARBONE, FLEISSIG AND ASSOCIATES

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In addition to the standards above, the Community Facilities Plan also utilizes standards for the provision of golf courses, since these are large-acreage consuming facilities. An overview of golf course standards provided by the Bureau of Outdoor Recreation of the U.S. Department of the Interior indicates that as a general guide it will take approximately 25,000 persons to support a 9-hole golf course (site of 50-75 acres) and 50,000-60,000 persons to support an 18-hole golf course (site 100-150 acres). Other standards indicate that the community could support approximately one hole per 3,000 persons. Golf courses are specialized facilities, and their distribution in the community is normally not a consideration for patronage.

(3) Proposals

Based upon a population of approximately 168,000 persons at ultimate development (on the Valley floor), the total acreage of Regional Parks required to meet the standards is approximately 1,000 acres. The 8 regional parks in the Valley included in the General Plan contain approximately 4,260 acres, well in excess of facilities required to meet this standard. In addition, Oak Brook Park just west of the Planning Area is also available to the Simi Valley residents. It should be noted that much of the acreage in regional parks is very steep and thus careful development plans must be prepared so that all the facilities usually included in the regional parks can be provided. These facilities will also include golf courses, which require fairly level land or rolling hills.

Eleven Community Parks will be required to serve the ultimate population expected, with at least 20 acres in each park adjacent to a high school, or 30 to 40 acres and more if not adjacent to such a facility. The overlapping service areas of these eleven parks provide community parks within less than 2 miles of all residents on the Valley floor, though not for outlying residential areas in the canyons. These areas are generally small developed nuclei with surrounding permanent open space, so that open space aspects of recreational sites will not be required. The

provision of improvements throughout these small and dispersed clusters is not deemed feasible. The eleven proposed community parks will contain a total of approximately 315 acres.

Neighborhood Parks of 6 acres are provided for each of the residential neighborhoods. In addition, for areas isolated from the main body of the neighborhood, additional small parks are proposed in several instances so that children would not have to cross major arterials to use these facilities. In all, 48 neighborhood parks containing approximately 273 acres have been designated.

The Parkettes shown in the standards of the Simi Valley Recreation and Park District provide a special facility in instances where a neighborhood park is not available and development has already occurred, so that no full park acreage can be acquired. This must be considered an emergency situation, and no parkettes are proposed on the assumption that neighborhood parks will be provided in the future where needed.

Application of the golf course standard to the future population indicates that the community could support 63 holes, or 3 18-hole courses and 1 nine-hole course.

The existing 9-hole Sinaloa Golf Course is built on a very small acreage and even with expansion of the facility is deemed infeasible of enlargement to 18 holes. Thus, the demand for an additional three 18-hole golf courses will ultimately be present. One 18-hole course is proposed north of Alamo and west of Stearns Street, in an area previously committed to this use as part of a subdivision development. The remaining 36 holes should be provided in various combinations of 9- and 18-hole courses in the regional parks.

Recreational trails proposed in the General Plan generally follow the designations of the Simi Valley Recreation and Park District. Trails planned are of three types: hiking, bicycling, and equestrian. Recreation trails are indicated on the General Plan Map and are structured around the

use of the Arroyo Simi and other flood control facilities. The trail system also extends into the hills north and south of Simi Valley, linking local and regional parks and connecting with the Ventura County trail system. Readily apparent bicycling and hiking trails exist adjacent to the Arroyo Simi and other drainage channels, and in most instances can be accommodated opposite equestrian trails. The trails shown and their

location and extent should be revised as additional design criteria become available and more detailed trail design is undertaken.

The Strathearn Adobe, and a small historic structure moved to the Adobe site, represent part of the local heritage to be retained. It is expected that on this site additional exhibits of interest will be developed so that greater patronage will result.



Whether or not a museum structure can be supported either on the Strathearn site or in the Civic Center will depend upon the number and type of exhibits accumulated.

c. Civic and Cultural Facilities

The General Plan proposes the provision of a Civic and Community Center to accommodate in one location major civic and cultural facilities of the community-wide interest. This Civic Center is to be located on a site of between 30 and 50 acres, located west of Tapo Canyon Road and north of Alamo Street. The Civic Center is to include the following facilities:

(1) Government Center

It is proposed that administrative governmental services of the City, County, State and Federal government (including fire, police, and health administration) be concentrated in the Civic Center.

(2) Cultural Center

While it is assumed that many private and non-profit cultural groups will utilize facilities in commercial areas, the aggregation of major cultural facilities is proposed for the Civic Center. The "Memorandum on a Civic Center" indicates that part of this complex could include a theater,

exhibit space, arena, amphitheaters, and other areas as desired.

d. Health Maintenance

(1) Concept

The basic concept calls for the provision of adequate hospital and convalescent hospital facilities to service the ultimate population in the Valley, distributed so that blockage of railroad grade crossings will not deprive residents of emergency access to hospitals.

(2) Standards

National standards call for the provision of approximately four beds per 1,000 population, in hospitals of approximately 200 beds on 15-20 acre sites.

Applied to an ultimate population of 168,000 persons, this standard would require 3 hospitals (approximately 600 beds) on 3 sites.

(3) Proposals

It is proposed that the Simi Valley Adventist Hospital expand its present site through exercise of its option to the west and the addition of land from its parent organization, so that a full 15-20 acre site will be aggregated and the hospital can ultimately be enlarged to accommodate 200 beds.



Similarly, the Simi Valley Doctors Hospital can be enlarged through additions to the site, so that a site of 10-15 acres can be aggregated and the existing bed capacity enlarged to a full 200 beds.

Finally, a third hospital on a 20-acre site should be located in the Office Commercial areas in the easterly part of the community on Kuehner Drive.

No specific sites for additional convalescent hospitals have been indicated, but they would be expected to locate in the Office Commercial clusters.

e. Police and Fire Protection

(1) Concept

Police and fire protection facilities should be provided as needed to furnish protection to all of the community. In high-value districts, such as the major commercial and multiple family clusters, greater concentration of these services is required.

(2) Standards and Proposals

(a) Fire Protection

In addition to equipment, hydrants, and adequate fire fighting water-flow, fire station sites are

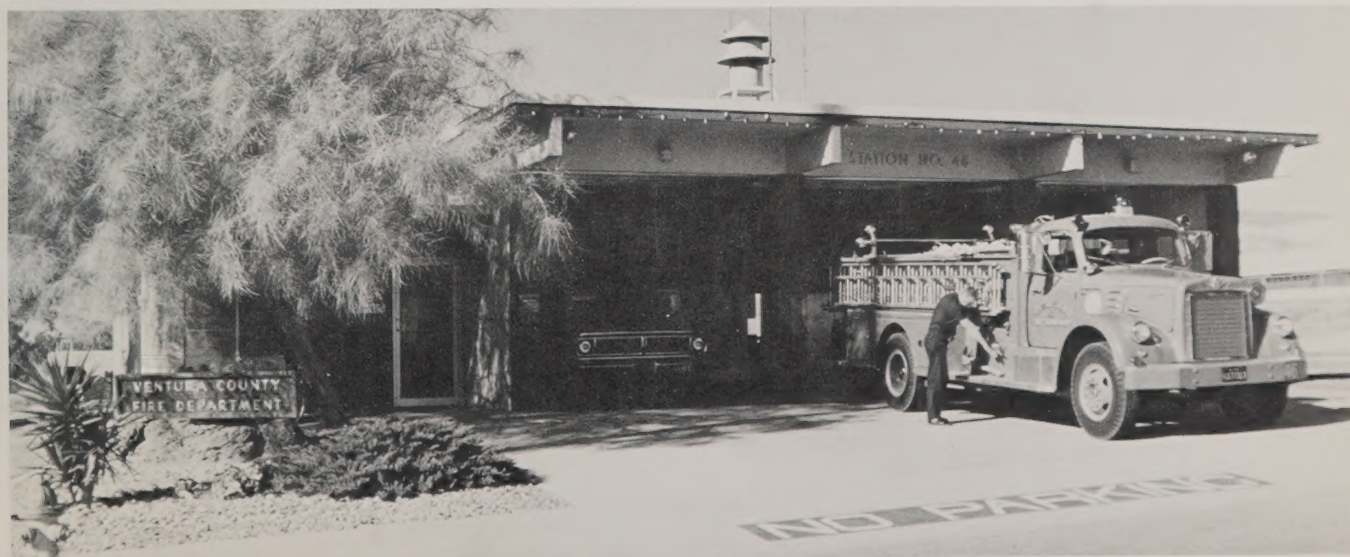
required in appropriate locations and well distributed throughout the community to provide the bases of fire companies. National standards call for fire stations on sites of approximately 1 acre with a service radii of $\frac{3}{4}$ - 1 mile in high value areas and $1\frac{1}{2}$ - 2 miles in other areas. A rule of thumb evaluation based on population (more detailed studies must be made by the fire department), shows that a total of 16 pumper stations and 4 truck companies would be required to serve the ultimate population of the Planning Area.

A total of 7 fire stations will be required to serve all of the proposed uses on the Valley floor, a total of 12 fire stations will be required to serve the total Planning Area.

(b) Police Protection

Wide latitude normally exists in the location and distribution of police protection facilities, since basic protection is provided from cruising vehicles in radio contact with a stationary base. National standards relative to police stations indicate the need for a site of somewhat less than 1 acre with a service radius of approximately 3 miles.

It is proposed that only one central police facility be developed, and that this facility be located in the Civic Center.



f. Utilities and Flood Control

(1) Concept

Basic to quality development is the availability of public water supply, sewers and sewage disposal and treatment, storm drainage and flood protection, the availability of electric, gas, and phone service, and disposal of solid waste. The objectives call for availability of all these utilities wherever urban development takes place or, conversely, the concept provides for staging of development so that none will occur unless these amenities can be provided.

(2) Proposals

It is proposed that urban development be staged so that areas which either are or can now be provided with utilities will be substantially filled before development will be started to which new major service lines must be extended.

(a) Water

The Metropolitan Water District, (importer of water into the metropolitan basin) and the Calleguas Municipal Water District (wholesaler of water in the Planning Area) have indicated that they will encounter no difficulty in importing water as needed for the proposed development by 1985 and also ultimate development.

The Simi Valley Planning Area is served by a number of water districts, which retail water to the users. These districts include the Ventura County Water Works Districts No. 1, No. 3, No. 8, No. 12, and No. 14, the Sinaloa Mutual Water Company, and Southern California Water Company, the Metropolitan Water Company, and a small portion of the Camarosa Improvement District. With the exception of one, all of these districts and companies have indicated that they are willing and able to extend their water systems to provide for additional development as needed, subject to appropriate charges against the developers.

The administrative organization of the water supply systems is not within the scope of this investigation. However, irrespective of the

administrative jurisdictions, the principle of filling in development within areas which can readily be serviced before expanding into new areas should be followed.

No proposals for major water supply facilities have been made since, with the exception of major open reservoirs, no large acreages will be required. Where major open reservoirs are provided, it is suggested that efforts be made to obtain also recreational value from their establishment.

(b) Sewers and Sewage Treatment

It is proposed that no additional development be permitted on the basis of septic tanks, and that all new development occur only on community sewer systems. A recent sewer survey investigated means to improve the inadequate sewer system and sewage treatment facilities now being operated by private companies, with a possible view towards establishing a public sewer and sewage disposal system to serve all of the City of Simi Valley and adjacent areas. An evaluation of this study is beyond the scope of this investigation. However, the sewer system ultimately adopted, and the increments by which the existing sewage treatment plant will be enlarged, have a direct bearing upon the staging of development in the Valley. Again, areas served by existing sewer facilities should be filled in before areas requiring new trunks are opened to development.

(c) Storm Drainage

It is assumed that flood protection works scheduled by the Ventura County Flood Control and Drainage District will be constructed, so that flooding on Arroyo Simi and its tributary watercourses will be eliminated. New land development adjoining watercourses must take into consideration not only the runoff carrying capacity of the watercourse, so that development will not occur in areas subject to inundation during the design storm utilized by the district, but also the proposed recreation use of the watercourse. This use may make ground-bottom improvements desirable even though they enlarge

the flood plain. The exact extent of the flood plain, and the nature and location of flood protection works must be designed as land development takes place.

(d) Electric, Gas, Phone, and Telegraph Service
The Southern California Edison Company (electric service), Southern California Gas Company (gas service), and the Pacific Telephone Company (telephone service) have indicated that they will encounter no difficulties in providing service to all lands in the Planning Area as development takes place. Since developers have to pay for extension of service lines, which is less expensive than the provision of water and sewer, the provision of electric, gas, and telephone services will not act as a constraint upon the development.

Utility installations, such as transformer stations, switching and pumping stations, do not require large acreages, and it is not deemed feasible to detail their location at this time.

It should be noted that all new telephone facilities in the Simi Valley Planning Area are being installed underground, as are new electric facilities.

Telegraph service by Western Union Company is limited at present. It is expected that with growth of the community a major 24-hour office will be established well before 1985.

(e) Solid Waste Disposal

Refuse collection is now provided by private scavenger companies. It is possible that ultimately a municipal collection system will be established, or that the existing scavengers will be augmented by additional companies. In either case, solid waste will be transported to the County Refuse Disposal Site (sanitary landfill) at "Simi Valley Site No. 2." The County Sanitation Division has leased the site and estimates its capacity to accommodate up to 25 years of refuse disposal needs of the easterly part of Ventura County, an area substantially larger than Simi Valley.

g. Other Facilities

(1) Cemeteries

Assumption Cemetery (parochial) and the Simi Valley Public Cemetery contain an aggregate of 170 acres, and are the only cemetery facilities in existence in Simi Valley. No further facilities are proposed on the Valley floor. Throughout the mountainous areas a number of somewhat inaccessible small level areas exist, which could be put to cemetery use subject to the provision of access and other facilities. The Community Facilities Plan does not designate any additional sites for this purpose.

(2) Corporation Yard

Both the City and the School District will require corporation yards to store and service District and City equipment. The corporation yard could also accommodate fire department training facilities, tower and sump.

The School District currently operates an Education Center, including storage facilities, in the industrial area west of First Street and north of the railroad. It is expected that the municipal corporation yard will similarly be located in one of the industrial areas designated for future development in the central portion of the community, or else in the vicinity of the Civic Center.

F. IMPLEMENTATION

1. GENERAL PLAN ADOPTION AND MAINTENANCE

Since this General Plan represents the community's official development policy it must have full official standing. Thus the General Plan has been the subject of long discussion before the Neighborhood Councils and the Simi Valley General Plan Work Group, and the Plan was approved by the Simi Valley General Plan Work Group on January 27, 1972 and was recommended to the City Planning Commission for consideration and adoption.

The City of Simi Valley Planning Commission in turn approved the General Plan on June 14, 1972, after holding public hearings. The City Council in turn held public hearings and adopted the General Plan on October 24, 1972.

Once adopted, the General Plan should be used as a constant frame of reference against which all public and private development actions should be gauged. As time passes, conditions in the Valley may change, assumptions made may not hold true any longer, and projections made may fail to materialize. Thus it is good practice for the City's planning staff--the staff of the City's Department of Environmental Affairs--to report annually to the Planning Commission and City Council on the status of the General Plan and its proposals. At intervals of between three to five years, it will then become necessary to make a more complete review of the General Plan, its underlying assumptions, principles, and policies.

The organizational framework established in the City of Simi Valley, through the mechanism of the Neighborhood Councils, provides a ready-made vehicle for maintaining the General Plan in an up-to-date condition.

2. RECOMMENDATIONS ON CODES AND ORDINANCES

The existing regulatory codes and ordinances of the City of Simi Valley, which in many cases reflect those of Ventura County, must be reviewed in the light of the proposals of this General Plan. Changes required, however, cannot

be instituted at one time; they must be considered and applied over the years, possibly utilizing "Holding Zones" as part of the Zoning Ordinance.

3. CAPITAL IMPROVEMENT PROGRAM AND DEVELOPMENT STAGING

The General Plan proposals imply that over the years the City of Simi Valley and other agencies of the community will enter into a coordinated and staged program of providing the circulation and community facilities discussed in this Plan. While the provision of these facilities must obviously be staged in accordance with the development patterns in the community, they must also be stated in accordance with the financial capabilities of the community from time to time. The common vehicle for this staging is the Capital Improvement Programming System utilized by many communities.

Staging of development, that is the provision of public facilities in certain locations and the denial of development in other locations, will generally be geared to the City's financial position, the need to maximize use of services once provided, and the desire to keep uncoordinated "spotty" development from taking place.

G. APPENDIX

**1. SECONDARY PLANS FOR
NEIGHBORHOOD COUNCIL AREAS.**

**2. NEIGHBORHOOD ANALYSIS CHART
(INCLUDING STRUCTURAL AND
ENVIRONMENTAL CONDITIONS).**

3. CIRCULATION TABLE

1. SECONDARY PLANS FOR NEIGHBORHOOD COUNCIL AREAS

a. Introduction

Prior to approval of the proposed General Plan for Simi Valley by the Simi Valley General Plan Work Group on January 27, 1972, the General Plan proposals were circulated in detail to the five Neighborhood Councils established by the Simi Valley City Council as a mechanism for citizens participation in local government. The General Plan proposals were considered by the Neighborhood Councils both on a committee level and in general sessions, and each of the Councils provided the General Plan Work Group with written comments and suggestions relating to the proposals. Following this Neighborhood input, the General Plan Work Group then considered the Neighborhood comments and suggestions. Most of the comments were incorporated into the General Plan. Other comments were found to be of a level of detail greater than appropriate to the General Plan. Finally, the General Plan Work Group disagreed with some of the comments and suggestions of the Neighborhood Councils, and decided not to incorporate several of them into the General Plan proposals.

In order to record neighborhood comments relating to land use proposals, it was agreed that items relating to a detail which should not be shown on the General Plan, or items with which the General Plan Work Group disagreed, would be included in the Appendix so that this information would be recorded and would be available for future General Plan revisions. Items which dealt with zoning and other implementation considerations will be dealt with in the Implementation Report, to be prepared by the Consultant subsequently.

b. Recommendations Not Included in the General Plan for Neighborhood Council Area No. 1

Recommendations not detailed in the General Plan deal mostly with the type of multiple-family units to be permitted in the high-density

residential areas. The neighborhood requested that the high-density clusters north of Alamo Street and east of Tapo Street, and at the southwest corner of Alamo Street and Sycamore Drive, should be held to single story buildings. Further, the neighborhood requested that the relationship of the high-density residential clusters to the schools and parks in the areas east of Stearns Street and Presidio Drive and north of Alamo Street and Yosemite Avenue be carefully studied as development takes place. Finally, the neighborhood requested that the housing on the west side of the proposed golf course and park not be of a high density type--the General Plan actually proposes town house densities in this area.

Additional comments of this neighborhood request that horse-keeping be permitted near the new Civic Center site, and the General Plan indicates that this area and large-lot areas near the freeway might be locations where an Equestrian Ordinance might be imposed.

c. Recommendations Not Included in the General Plan for Neighborhood Council Area No. 2

Recommendations not detailed in the General Plan include the recommendation that certain areas be developed in town house density. The areas suggested were the following: The west side of Workman Avenue between Cochran and Alpine Streets; the north side of Los Angeles between the Thriftmart and the Garden Center; the south side of Los Angeles Avenue between Stow Avenue and Stearns Street; the east side of Stearns Street south of Los Angeles Avenue to Katherine Street.

In addition the Neighborhood Council took a strong stand against the addition of new strip commercial development in the community, and strongly recommended the phasing out of existing commercial strips. The neighborhood also recommended office commercial use on the south side of Los Angeles Avenue between Stow and Yosemite Avenues, and an enlargement beyond

the General Plan proposals at the northwesterly corner of Los Angeles and Yosemite Avenues.

The neighborhood recommends commercial recreation on the small parcel yet undeveloped on the east side of Kuehner Drive just south of the Simi Valley Freeway.

The neighborhood recommended strongly that the area shown as industrial on the General Plan between the Knolls School and Kuehner Drive be all devoted to park, rather than the General Plan proposal that only the rocky outcroppings and immediately adjacent areas be designated for park and the remainder for industrial use.

The neighborhood also recommended that all of the Alscott property adjoining the Simi Valley High School (100 acres in all) be developed as a park for a level between the Community Parks and the Regional Parks. By contrast, the General Plan proposes development of a 40-acre Community Park, and devotion of the remainder of the land to a residential neighborhood including an elementary school and neighborhood park.

The neighborhood also requested the ultimate location of an additional fire station to serve the Neighborhood Council area.

With respect to land use changes in the area of the Ish Tract from residential to industrial, the neighborhood suggested that this conversion be timed in accordance with the property owners' wishes, and not be undertaken on a piece-meal basis.

Recommendations of the neighborhood relative to implementation of the General Plan included a desire to have all developers provide elevations with their development proposals, so that the appearance of proposed development can be judged; recommendation that local streets and parking facilities be designed to accommodate the future traffic generated and to reduce both the volume of traffic in residential areas and its speed; that changes in the General Plan take into

account the desires of the neighborhood's residents, and that a Hillside Ordinance be developed to ensure that the steep lands would be retained in Open Space.

d. Recommendations Not Included in the General Plan for Neighborhood Council Area No. 3

Recommendations not detailed in the General Plan include the suggestion of this neighborhood that Specialized Housing be provided to an extent of not more than 5 of the total housing units. Another recommendation made would set the recreational easement along Arroyo Simi at 100 foot constant width, whereas the General Plan proposes that this width be determined in accordance with the needs of the flood plain.

The neighborhood recommended that the zoning on the Estes property at First Street be maintained, rather than that the area be designated for industrial use.

Finally, the neighborhood suggested an increase in the size of both the Justin Elementary School and the Garden Grove Elementary School sites.

e. Recommendations Not Included in the General Plan for Neighborhood Council Area No. 4

Recommendations not included in the General Plan consist of neighborhood recommendations that the steep slope lands (a natural grade of more than 20%) not be devoted to residential uses but that nonresidential development be encouraged. Further, the neighborhood suggested that high-density clusters (multiple family units) be set to average not more than 2 bedrooms per unit and be not more than 2 stories in height.

Finally, the neighborhood endorsed the Civic Center site east of Sycamore Drive north of the Simi Valley Freeway.

Though not detailed in the General Plan, proposals adopted by the General Plan Work Group include town house density development south of Los Angeles Avenue and east of Erringer

Road (between the high-density residential cluster and the park); east of Sycamore Drive between the Community Center and the commercial lands south of Los Angeles Avenue; and on the west side of Sequoia Avenue between Los Angeles and Royal Avenues.

The General Plan Work Group also proposed the retention and increase of the two-family uses between the Simi Elementary School and Center Junior High School.

f. Recommendations Not Included in the General Plan for Neighborhood Council No. 5

Recommendations not detailed in the General Plan included a concern of the neighborhood that permanent baseball-playing fields be provided for the Simi Boys Club, above and beyond those facilities to be provided in the Community Park.

The neighborhood suggested that Sinaloa Golf Course be expanded only to Royal Avenue, and not to the north of the same.

Finally, the neighborhood strongly recommended that land uses in the Patricia Avenue area be virtually all commercial and high-density residential uses. Since the area in question exceeds 100 acres, even designation of only 2/3 of this area would result in well over 1,000 multiple family units in one small location—far in excess of the maximum high-density cluster policies of the General Plan. However, in view of the complicated mixture of land uses and ownerships in the Patricia Avenue area, mixed feelings about keeping of horses and consideration of an Equestrian Ordinance near Arroyo Simi, the suggestion of the neighborhood that further and more detailed studies for alternative uses in this area be made, was generally accepted by the Simi Valley General Plan Work Group. Results of such a more detailed study could then be incorporated into the first General Plan revision.

Neighborhood Analysis - November 1972

Neighborhood	Total Area Acres	Acres Very High Density	Acres High Density	Acres Intermediate Density	Acres Medium Density	Acres Low Density	Acres Very Low Density	Acres Mobile Homes	Acres Streets	Number Families	Community Facilities* (Facility and Acreage)	(See** Below)
Alamo	501	-	14	-	114	117	69	-	75	1,455	Els-15, Pk-6, Cpk-40	
Alamos Canyon	473	-	-	-	-	-	336	-	60	1,010	Els-13, Pk-6	
Alpine	158	-	20	31	50	-	-	-	28	905	Els-11, Pk-7	
Arcane	304	7	-	-	128	-	36	-	48	880	Els-10, Cpk-37	a(2),d,e
Arroyo	70	-	-	-	48	-	-	-	12	315	Els-8, Pk-2	
Atherwood	385	-	12	-	88	-	86	-	52	1,315	Els-11, Pk-6	b
Belwood	384	-	12	-	181	-	101	-	50	1,040	Els-11, Golf-15, Pk-6	b
Berylwood	234	-	10	6	123	-	-	-	56	990	Els-17, Pk-6	
Big Mountain	212	-	5	-	-	-	152	-	27	535	Pk-5, FS-1	
Big Springs	304	-	-	-	138	-	111	-	39	920	Els-10, Pk-6	
Box Canyon	70	-	-	-	-	-	50	-	10	50	Pk-7, FS-1	a(10)
Brandeis	442	-	12	-	51	32	197	-	58	1,230	Els-15, Pk-6, Cpk-40, Jhs-25	
College View	405	30	-	-	-	-	151	35	40	1,335	Els-13, Jhs-25, Pk-3, Cpk-40, FS-1	
Crestview	227	-	8	-	108	-	25	-	31	775	Els-10, Jhs-25, Cpk ext-20	
Douglas	536	-	12	-	-	-	358	-	85	1,255	Els-14, Jhs-25, Pk-6, Cpk-20	
Dry Canyon	587	-	10	-	-	-	277	-	54	975	Els-13, Shs-50, Cpk-40, Pk-6	
East Oak Park	291	-	10	-	-	-	185	-	48	1,075	Els-10, Jhs-25, Pk-6, FS-1	
Garden Grove	303	-	8	-	195	-	-	-	51	1,430	Els-13, Pk-5, Jhs-24	b
Getty	552	-	10	-	-	-	210	-	40	780	Els-11, Pk-3, Jhs-25, FS-1	
Hacienda	257	-	9	-	51	125	14	-	42	830	Els-10, Pk-6	
Happy Camp Canyon	359	-	10	-	-	-	126	-	25	530	Els-12, Pk-6	
Hollow Hills	211	-	8	-	151	-	-	-	42	950	Els-10	d
Justin	267	-	11	-	190	-	-	-	44	1,170	Els-14, Com ctr-2	b,c,d
Katherine	186	-	6	22	87	-	-	14	21	930	Els-10, Pk-2	a(1),c
Laskey Mesa	331	-	10	-	160	-	80	-	51	1,195	Els-15, Pk-6, FS-1	
Las Virgenes Canyon	184	-	-	-	-	-	78	-	14	235	-	
Lincoln	307	-	18	-	193	-	-	-	48	1,035	Els-10, Pk-6, Jhs-22, FS-1	a(19),d
Lindero Canyon	322	-	10	-	172	-	55	-	58	1,290	Els-15, Pk-6	
Long Canyon	433	-	10	-	-	111	120	-	42	960	Els-10, Pk-6	
Madera	343	-	-	8	-	75	91	-	48	835	Els-11	d
Marr	449	-	10	-	-	-	336	-	65	1,120	Els-13, Pk-6	b
Montgomery Ranch	412	-	11	-	176	-	32	-	55	1,135	Els-12, Pk-6, Cpk-40, Jhs-25, Shs-50	
Mountain View	219	-	9	-	157	-	-	-	38	860	Els-10, Pk-5	
Oak Ridge	110	-	5	-	-	-	80	-	15	315	Pk-6	
Olson	455	-	10	-	270	6	5	-	65	1,175	Els-14, Pk-6	
Palo Comado Canyon	166	-	-	-	-	-	71	-	12	215	-	
Parkview	292	-	-	-	199	-	-	-	60	975	Els-11, Pks(2)-10	b,c,d
Pride	265	-	19	-	79	-	37	33	40	1,100	Els-10, Jhs-25, Pk-6	
Royal	261	-	15	-	127	-	20	-	36	810	Els-10, Pk-3, Shs-43	a(1),d
Santa Susana	259	-	3	-	90	-	63	-	41	630	Els-10	b,c
Simi	238	-	12	-	119	-	-	-	45	790	Els-12, Jhs-25, Lib-1, Pk-8	d
Simi Valley H.S.	294	-	10	-	94	-	38	12	41	910	Els-11, Pk-12, Cpk-20, Shs-50	
Sinaloa	267	-	10	-	189	-	-	-	49	1,095	Els-13, Pk-6	
Susana Knolls	333	-	-	-	-	-	186	-	40	700	Els-10, Pk-3, Cpk-16, FS-1	a(35)
Sycamore	242	-	2	-	172	-	-	-	51	970	Els-10	c,d
Tapo	320	-	9	-	73	-	116	-	48	850	Els-12, Jhs-25, Pks(2)-12	
Tapo Citrus	563	-	11	-	130	105	118	-	96	1,590	Els-17, Pk-6	b
Tierra Rejada	286	-	10	-	133	-	78	-	39	1,050	Els-14, Pk-6	
Township	286	-	6	-	-	142	-	-	53	735	Els-10, Jhs-26, Shs-37, Pk-9, FS-1	
Tripas Canyon	496	-	11	-	-	-	324	-	58	1,135	Els-14, Pk-6, FS-1	
Viewpark	157	-	8	-	104	-	-	-	29	630	Els-10, Pk-6	a(1)
Vista	195	-	6	-	140	-	-	-	26	820	Els-10	
Vista Lago	299	-	10	-	120	-	25	58	35	1,235	Els-10, Pk-5	
Walnut Grove	229	-	-	-	135	-	-	-	49	860	Els-13, Pk-2	d
West Hill	239	-	8	-	134	-	43	-	37	760	Els-11, Pk-6	
West Oak Park	335	-	10	-	170	-	-	-	48	1,000	Els-10, Shs-50, Pk-6, Cpk-40	
White Oak	198	-	-	-	131	-	-	-	34	790	Els-11, Pk-2	
Woodland Hills	661	-	-	-	-	-	583	-	56	700	Els-12	
TOTALS	18,637	37	440	67	5,169	713	5,399	152	2,625	53,025		

* Explanation of Community Facilities abbreviations: Els - Elementary School, Pk - Park, Cpk - Community Park, G - Golf Course, FS - Fire Station, Jhs - Junior High School, Shs - Senior High School, Com Ctr - Community Center.

** Structural and Environmental Deficiencies: a - Substandard Structures, b - Freeway Impact, c - Railroad Impact, d - Through traffic in residential area, e - Mixed land uses.

**Simi Valley General Plan Program
Circulation Table**

Major Arterial	Segment	Proposed		1971 ADT (000's)	Est. 1985 ADT (000's)	Volume/ Capacity*
		ROW (Ft.)	Curb to Curb (Ft.)			
Simi Valley Freeway	Conejo Creek Fwy - Ponty	200±	varies		88.2	0.6
	Ponty - Lagoon	200±	varies		93.6	0.7
	Lagoon - Alamos Canyon	200±	varies		107.8	0.8
	Alamos Canyon - Madera	200±	varies		112.2	0.8
	Madera - First	200±	varies		114.7	0.8
	First - Erringer	200±	varies	10.3	122.5	0.9
	Erringer - Sycamore	200±	varies		125.7	0.9
	Sycamore - Tapo Canyon	200±	varies	22.7	123.7	0.9
	Tapo Canyon - Stearns	200±	varies	28.0	142.1	1.0
	Stearns - Yosemite	200±	varies	33.5	164.7	1.2**
	Yosemite - Kuehner	200±	varies		159.5	1.2**
	Kuehner - LA County Line	200±	varies	37.0	130.0	1.0**
Alamo	Erringer - Sycamore	80	64		5.0	0.1
	Sycamore - Sequoia	108	96	2.0	13.5	0.4
	Sequoia - Tapo Canyon	108	96	2.0	5.2	0.1
	Tapo Canyon - Tapo Street	80	64	3.3	7.7	0.2
	Tapo Street - Stearns	80	64		12.0	0.3
	Stearns - Yosemite	80	64		0.9	0.0
Alamos Canyon	Simi Fwy - Happy Camp Canyon	80	64		3.2	0.1
	Happy Camp Canyon - Madera	80	64		7.1	0.2
Bell Canyon	Tapo Canyon - LA County Line	80	64		8.7	0.2
Box Canyon	Planning Boundary - Santa Susana Pass Road	60±	varies		16.4	0.8
Cochran	First - Erringer	80	64	5.2	13.7	0.4
	Erringer - Sycamore	80	64	13.6	15.2	0.4
	Sycamore - Sequoia	80	64	5.4	11.8	0.3
	Sequoia - Tapo Canyon	80	64	10.6	11.8	0.3
	Tapo Canyon - Tapo Street	80	64		9.7	0.3
	Tapo Street - Stearns	80	64		14.7	0.4
	Stearns - Yosemite	80	64		2.7	0.1
	Yosemite - End	80	64			
Erringer	Fitzgerald - Royal	80	64	4.4	10.2	0.3
	Royal - Los Angeles	80	64	4.8	19.4	0.5
	Los Angeles - Cochran	80	64	5.0	28.9	0.8
	Cochran - Simi Valley Fwy	80	64	1.7	36.3	1.0
	Simi Valley Fwy - Alamo	80	64		27.6	0.8
	Alamo - First	80	64		22.6	0.6
	First - Madera	80	64		15.0	0.4

**Simi Valley General Plan Program
Circulation Table (Continued)**

Major Arterial	Segment	Proposed		1971	Est. 1985	Volume/ Capacity*
		ROW (Ft.)	Curb to Curb (Ft.)	ADT (000's)	ADT (000's)	
First	Planning Boundary - Seguro	80	64		7.9	0.1
	Seguro - Vista Simi West	80	64		26.5	0.5
	Vista Simi West - V Simi E	80	64		17.1	0.3
	Vista Simi East - Fitzgerald	80	64		18.8	0.3
	Fitzgerald - Royal	108	96		17.7	0.3
	Royal - Los Angeles	108	96		36.0	0.6
	Los Angeles - Cochran	108	96	16.5	50.2	0.9
	Cochran - Simi Valley Fwy	108	96		57.1	1.0
	Simi Valley Fwy - Erringer	80	64		4.0	0.0
Fitzgerald	First - Erringer	80	64	1.6	2.6	0.1
	Erringer - Sycamore	80	64	1.7	12.7	0.4
	Sycamore - Sequoia	80	64	2.0	3.4	0.1
Happy Camp Canyon	Tapo Canyon - Industrial	108	96		14.0	0.3
	Industrial - Westerly Nhd.	108	96		4.8	0.1
	Westerly Nhd. - Ponty	108	96		10.1	0.2
	Ponty - Lagoon	108	96		20.2	0.4
	Lagoon - Alamos Canyon	108	96		4.5	0.1
Katherine	Los Angeles - Katherine	80	64	2.3	0.6	0.0
	Katherine - Yosemite	80	64		1.0	0.0
	Yosemite - Stearns	80	64		.3	0.0
	Stearns - Los Angeles	80	64		7.0	0.2
Kuehner	Sta Susana Pass - Katherine	108	96		29.2	0.4
	Katherine - Los Angeles	108	96	2.2	38.9	0.6
	Los Angeles - Simi Freeway	108	96	2.0	49.5	0.7
	Simi Freeway - End	108	96		0.6	0.0
Los Angeles	Conejo Freeway - Ponty	108	96		0.3	0.0
	Ponty - Madera	108	96		9.5	0.2
	Madera - Sinaloa	108	96	16.0	25.5	0.5
	Sinaloa - First	108	96	23.0	25.4	0.5
	First - Erringer	108	96	25.8	19.1	0.4
	Erringer - Sycamore	108	96	12.1	13.1	0.3
	Sycamore - Sequoia	108	96	15.0	20.3	0.4
	Sequoia - Tapo Canyon	108	96	14.5	15.4	0.3
	Tapo Canyon - Tapo Street	108	96		10.4	0.2
	Tapo Street - Stearns	108	96	11.5	8.9	0.2
	Stearns - Yosemite	108	96	6.5	16.3	0.3
	Yosemite - Huehner	108	96	6.5	17.7	0.4

**Simi Valley General Plan Program
Circulation Table (Continued)**

Major Arterial	Segment	Proposed ROW (Ft.)	Proposed Curb to Curb (Ft.)	1971 ADT (000's)	Est. 1985 ADT (000's)	Volume/ Capacity*
Madera	Olsen - Royal	108	96	12.4	19.6	0.4
	Royal - Tierra Rejada	108	96	10.3	21.4	0.4
	Tierra Rejada - Los Angeles	108	96	10.0	46.3	0.8
	Los Angeles - Simi Freeway	108	96		51.0	0.9
	Simi Fwy - Alamos Canyon	80	64		3.9	0.1
	Alamos Canyon - Erringer	80	64		4.8	0.1
	Erringer - Sycamore	80	64		1.9	0.1
New Arterial	Tierra Rejada - Olsen	80	64		11.3	0.3
Olsen	Planning Boundary - New Art.	108	96		10.8	0.2
	New Arterial - Seguro	108	96		22.1	0.4
	Seguro - Madera	108	96	12.4	19.6	0.4
Presidio	Tapo Canyon - Tapo Street	80	64		6.0	0.2
	Tapo Street - Stearns	80	64		5.6	0.2
Royal	Madera - Sinaloa	100	84	6.6	8.7	0.2
	Sinaloa - First	100	84	8.5	17.1	0.5
	First - Erringer	100	84	7.6	14.2	0.4
	Erringer - Sycamore	100	84	7.6	7.8	0.2
	Sycamore - Sequoia	100	84	6.8	5.9	0.2
	Sequoia - Tapo Canyon	100	84		3.0	0.1
Santa Susana Pass	Kuehner - Box Canyon	80±	varies		18.0	0.8
	Box Canyon - LA County Line	80±	varies		2.5	0.1
Seguro	First - Vista Simi West	80	64		21.2	0.6
	Vista Simi West - Olsen	80	64		17.3	0.5
Sequoia	Tapo Canyon - Fitzgerald	80	64		8.0	0.2
	Fitzgerald - Royal	80	64		18.1	0.5
	Royal - Los Angeles	80	64	2.4	24.5	0.7
	Los Angeles - Cochran	80	64	5.3	9.6	0.3
	Cochran - Alamo	80	64		10.9	0.3
	Alamo - Tapo Canyon	80	64		19.1	0.5
Sinaloa	First - Royal	80	64	3.7	1.2	0.0
	Royal - Los Angeles	80	64	3.7	1.1	0.0
Stearns	Los Angeles - Cochran	80	64	7.5	15.5	0.4
	Cochran - Simi Freeway	80	64	6.0	25.6	0.7
	Simi Freeway - Alamo	80	64		23.0	0.6
	Alamo - Presidio	80	64		4.1	0.1
	Presidio - Yosemite	80	64		1.3	0.0

**Simi Valley General Plan Program
Circulation Table (Continued)**

Major Arterial	Segment	Proposed		1971 ADT (000's)	Est. 1985 ADT (000's)	Volume/ Capacity*
		ROW (Ft.)	Curb to Curb (Ft.)			
Sycamore	Fitzgerald - Royal	80	64	5.7	8.0	0.2
	Royal - Los Angeles	80	64	10.4	16.0	0.4
	Los Angeles - Cochran	80	64	17.6	33.1	0.9
	Cochran - Simi Freeway	80	64	5.0	44.4	1.2**
	Simi Freeway - Alamo	80	64		4.9	0.1
	Alamo - Madera	80	64		5.2	0.1
	Madera - Tapo Canyon	80	64		6.0	0.2
Tapo Canyon	Planning Bound. - Bell Canyon	108	96		9.9	0.2
	Bell Canyon - Vista Simi E.	108	96		18.1	0.3
	Vista Simi East - Sequoia	108	96		16.3	0.3
	Sequoia - Royal	108	96		8.3	0.2
	Royal - Los Angeles	108	96		11.4	0.2
	Los Angeles - Cochran	108	96		19.8	0.4
	Cochran - Simi Freeway	108	96	7.6	32.4	0.6
	Simi Freeway - Alamo	108	96	5.4	39.9	0.7
	Alamo - Presidio	108	96		32.9	0.6
	Presidio - Sycamore	108	96		15.4	0.3
	Sycamore - Happy Camp Canyon	108	96		20.2	0.4
	Happy Camp - Planning Bound.	108	96		2.9	0.1
Tapo Street	Los Angeles - Cochran	80	64	12.5	18.4	0.5
	Cochran - Alamo	80	64	8.8	8.0	0.2
	Alamo - Presidio	80	64	5.4	16.0	0.4
Tierra Rejada	Conejo Fwy - New Arterial	108	96		8.7	0.2
	New Arterial - Madera	108	96		31.0	0.6
Vista Simi East	First - Tapo Canyon	80	64		4.5	0.1
Vista Simi West	Seguro - First	80	64		8.2	0.2
Yosemite	Katherine - Los Angeles	80	64	1.0	0.7	0.0
	Los Angeles - Cochran	80	64	5.0	8.8	0.2
	Cochran - Simi Freeway	80	64		10.8	0.3
	Simi Freeway - Alamo	80	64		14.2	0.4
	Alamo - Stearns	80	64		0.6	0.0

* ADT/Applicable Capacity. For Freeway V/C calculation purposes, ADT includes 5% through-traffic. Simi Valley Freeway ultimately 4 lanes each direction. On arterials assuming intersection capacity improvement with storage and turning lanes and prohibition of parking.

** Congested peak hours.

SOURCES: 1971 ADT, proposed improvements and hourly capacity: Department of Public Services,
City of Simi Valley

Land Use Factors: Candeub, Fleissig and Associates.

1985 ADT and applicable capacity: Gravity Model, Comsis Corporation and Candeub, Fleissig and Associates

External ADT projections, Generation and Friction Factors: California Division of Highways and LARTS.

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The Simi Valley General Plan Work Group included representatives from the following organizations:

Simi Valley City Council
Simi Valley Planning Commission
Simi Valley Parks and Recreation District
Parent Teachers Association Council
Ventura County Association of Mentally Retarded
Simi Valley Unified School District
Board of Realtors
Club Latino
Simi Valley Chamber of Commerce
League of Women Voters
Business and Professional Women's Society
Fair Housing Council
Simi Valley Ministerial Association
Simi Valley Cultural Association
Simi Valley Youth Council

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